20 YEARS ON
the rules are still broken

Change the rules!

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1. Save our Shipping - $35
2. Flannelette - now $70
3. Conference backpack - $60

Available from the MUA WA Branch, Fremantle

UNION HELPING OUT IN THE COMMUNITY

The MUA supports The Perth Children’s Hospital Foundation (top) and the Fremantle Homeless Breakfast in the Park.

“Thank you all that came to help with breakfast. Great to be able to give some food and clothes to our Freo Friends.
Big thanks to Maritime Union for the donations of bacon and eggs and Up and Go.”

Lynne’s Breakfast
20 years on
PATRICK’S LOCKOUT

Members, it is 20 years since the historic waterfront dispute with Patrick Stevedores.

Not only did we fight Patrick’s, but we were embroiled in a full-on war with the Liberal Government.

So many things happened during that dispute and it is our duty to educate, organise, and never forget why we are still on the waterfront today.

My view is that without the international support, without the full might of the trade union movements support, we wouldn’t be here today working on the waterfront.

We will be leading the MAY DAY MARCH and rally on Sunday, May 6 to celebrate that famous victory.

Also, on Friday May 4, we will be holding a May Day Toast in the MUA Union hall from 6pm to 9pm. All members are welcome.

Many wharfies and trade unionists have passed since that dispute and it will be a time to reflect and honour those gallant workers who stood up for you all today.

Please bring your families along this MAY DAY to share in the memories of history.

MUA, here to stay!

JOIN THE ALP NOW

Members, we are in a political battle with a number of unions who think that we have no right to challenge or debate Labor politicians.

Let me assure you all, our voices will be heard and the MUA /CFMEU and like-minded unions from within Progressive Labor will continue to debate all issues relevant to the union movement, on the floor of ALP Executive, and at the National ALP Conference in July.

Let’s be clear, we need you all to join up to the ALP so that we have a stronger, more powerful voice within the party.

Get on board now; we need your help to get rid of the pretenders within the ALP and put working class people back into parliament. That fight will only be won if you are part of it.

I ask you all to participate in your future and the future of your children.

QUBE MEMBERS AROUND THE COUNTRY SUPPORT MELBOURNE BATTLE

It’s on again with Qube in Melbourne.

While going through EBA negotiations for the last 2.5 years, we are now down to a very small number of items.

True to form, Sousa and his ideological management have rejected one of the most important claims that the membership had put up. That is, they want their roster back and reasonable hours of work.

Protected Industrial Action has been taken, consisting of a 48hr stoppage, and maximum 7hr shifts.

True to form, they then helicopter 36 managers into the car terminal to do the work, while the guys were on strike.

How pathetic is this mob? What has come out of this dispute is total unity from the workforce and that has spread right around the country.

The membership in Melbourne has done an exceptional job for Qube and this mob can’t say they have not made plenty of money with their annual profit going over $102 million.

WAKE UP QUBE

Dare to Struggle. Dare to Win.
We are ramping up our campaign against the flawed Outer Harbour plan that is being pushed by self-interested lobbyists.

Fremantle Port has a long history and has adapted to change for over 120 years, which is a testament to the foresight of its designer, CY O’Connor.

Many options had been discussed before CY designed the Port and there have been discussions every few years since it opened on 4 May, 1897. Our members share Fremantle Port’s history; we have been there since the beginning and we will fight to be part of our Port’s future too!

The MUA is an active participant in the Outer Harbour Taskforce that our members called for. We are coordinating likeminded groups who oppose the premature development of the Outer Harbour and will be hosting events to raise community awareness and build on an already huge supporter base.

Get involved and help protect our Port, our jobs and those of future generations of wharfies. Contact Ben Lawver in the Branch to see what you can do - and watch for updates from the Branch.

MUA YOUTH MOVEMENT

The WA Branch youth are active and innovative. They work hard to do things differently and that model is being copied by unions around the world.

All members under 35 (men and women) are invited to attend our next youth event organised by our youth committee - a Sunday Sesh on April 22 at Holey Moley Golf, Northbridge.

Grab a mate who works in the industry and check it out. Our youth movement is vital to maintaining the strength of our union.

RSPV through the branch on 9335 0500.

DPW EA TO COMMENCE BARGAINING LATER THIS YEAR

In the August 2017 edition of the Branch News, I reported on the turning tide at DPW, with 14 promotions through all categories including permanent jobs, as well as an increase to VSE guarantee and maintenance hours.

DPW has continued to experience growth and our members’ work opportunities have grown too.

You would think that DPW would be agreeable to a fresh round of promotions, based on the hours being worked by our members. At the March labour review, the data showed our members’ earnings are up significantly and we have used that as evidence to justify promotion through VSE and to permanent.

That’s not the way it works, according to DPW.

They act swiftly on downturns, in seeking redundancies, but they are very slow to react in upturns, always pointing to an uncertain future.

News flash: our members won’t cop an uncertain future of insecure jobs and if DPW don’t deliver in labour reviews when the data supports permanent jobs, our members will fight for them in the upcoming EA round.

There is a national review booked for April 23 where the EA negotiations timetable will be set.

LINX EA – NATIONAL UPDATE

The Linx agreements are gradually being put to the vote, with the majority of sites having completed Part B.

We have had issue with FWC registering the agreements and the inconsistent approach from FWC Commissioners. This is because FWC has a team of lawyers looking at each EA, comparing it to the award and the NES and making recommendation to the Commissioner - whose job it is to register the EAs.

The biggest problem is the inconsistencies of issues being raised in relation to Part A, which is the same for all sites.

We raised this with FWC and it is now resolved, with some minor technical word changes in some clauses, such as dispute resolution, union right-of-entry and the consultation of change clauses.

Members can be reassured there is no change to the status quo in the way we apply any of the clauses and the changes were all just technical requirements.

RANK AND FILE ENGAGEMENT

There is nothing more important to ensuring a strong union than rank and file engagement. I scheduled stop work meetings recently at Union Hall for Qube Fremantle, DPW and Linx Fremantle to update members on Branch activity and discuss site-based issues.

It’s your worksite, it’s your union – make sure you get to these meetings when you can to hear what’s going on and, more importantly, to have your say.
By Vicki Helps

This development relies entirely on an economic process and structure that is flawed and has been proven to be detrimental to communities and their economies the world over.

The Outer Harbour development has been put forward by some lobbyists who will benefit from the plan. It is built on the false premise that Fremantle Port is redundant.

This is not the truth.

The plan to build the Outer Harbour is not founded on sense or reason or certainly not good economics. Rather, those advocating and lobbying for big business drive it.

While doing the research for this article, two documents that gave good insights and understanding of the arguments for and against this proposal; the consultative draft document Indian Ocean Gateway published by the City of Kwinana and the Fremantle Ports Annual Report 2017.

The Fremantle Ports Annual Report lays out the facts and figures of the Port’s operation. With a dividend to the State of over $43 million, a commitment by the current State Government to retain the port in public hands and a business model that provides safe and sustainable work for employees and economic benefits to customers and the community.

Fremantle Ports Chairman Dr Jim Limerick sees further growth and innovation for an already profitable and sustainable Port. This hinges on this State Government’s commitment to maintaining the port in public hands and giving priority to its growth.

A critically important issue for our business going forward is the development of a master plan to guide the future development of port and landside links to manage trade growth over the next 30 to 50 years. This matter is being championed by the Western Australian Government and Fremantle Ports is fully appreciative of the priority given to it by the State Government.

This will assist Fremantle Ports in undertaking its statutory function to plan for future growth and development of the port.

Unfortunately, we have not yet seen this commitment made concrete and absolute by this State Government.

There are several politicians who openly support the development of the Kwinana Harbour without understanding the industry or ever meeting with the union who represents the workers who know the facts, the MUA.

At a recent public debate hosted by the Outer Harbour lobby group Western Harbours Alliance, Kwinana MLA Roger Cook was unbending in his support for the Outer Harbour.

His dismissal of the MUA’s concerns about the effect on jobs, the environment and the community clearly demonstrate where his allegiance lies.

He is quoted as making the following remark in regards to the MUA’s fight for the Fremantle Port and the jobs and benefits it generates for our local and wider community and economy - “they’re either on board or they can get out”.

Kwinana Council’s Indian Ocean Gateway report advocates for the sale of the Fremantle Port and its redevelopment by big business into a residential and commercial hub. City of Kwinana’s mayor Carol Adams weighs heavily into the debate stating: “rather than rely on traditional thinking, we will be modern in our approach. The investment landscape is changing and it is no longer necessary for governments to automatically fund major infrastructure works. The private sector is not only capable of funding key projects, it is will to do so”.

Adams’ statement is flawed. The Fremantle Port business model works. If it didn’t, Fremantle Port wouldn’t be the profitable, competitive, sustainable and growth focussed business it is today.

Of course, business models are dynamic and ever changing. They rely heavily on economic theory and ideology and political policy. Unfortunately, more often than not, modern business practices lack fairness and most importantly common sense.

Building a $6 billion Outer Harbour in a State with relatively low container trade would see massive increase to Port charges which will flow through to increasing the cost of everything we buy or sell. It simply can’t be justified in any economic modelling based on known facts, rather than the fiction we often see in modelling paid for by business interests.

Wooed and lobbied by commercial interests and developer’s politicians and councillors are quick to regurgitate and promote the false promises big business peddles them.

Beware these falsehoods. We will be out there in the community ensuring the truth gets out there, we will be lobbying just as hard to stop the premature development and we will fight to keep our port in Fremantle.

To be clear – we were out there with the community opposing Roe 8. Some have taken the view that the only other option is to build a new Port. That’s just rubbish!

There are so many options available to keep Freo a working Port for decades to come, without the need for costly duplication in Kwinana.

Perhaps some of these politicians who spend their time with lobbyists should come and talk to the workers, their union and industry, they might just learn something.
RANK & FILE VOICE APRIL 2018

Members

To coincide with this commemorative issue of ‘Rank and File’ marking the historic merger between the CFMEU, MUA and TCFUA, I would like to present the very first ‘Best in the West’ article celebrating the outstanding contributions of some of the Branch’s most dedicated and active members!

Starting with this edition, the ‘Rank and File’ will feature a tribute to one member who has performed above and beyond the call of duty and demonstrated their passion for the Union in a manner that separates them from the rest and earned themselves the WA Branch’s equivalent of the Brownlow Medal.

It is only fitting that I dedicate this very first edition to one of the greatest unionists I have ever had the pleasure of knowing - comrade Des Harding.

If you don’t recognise this bloke’s face, you need to get to more rallies!

I can count on one hand the number of rallies, events, conferences, stop-work meetings and/or picket lines that this bloke hasn’t been a part of.

He doesn’t just have the face of a young George Clooney - he’s got a heart the size of Phar Lap’s and testicles the size of a bull elephant!

If there were anyone I’d have beside me in the trenches, I can honestly say without hesitation, it would be this bloke.

Des (or “Destroy” as he was fondly referred to during his tenure as a delegate at Patrick AMC), was born in Liverpool just over 50 years ago; when the Beatles were big, and the Liverpool Dockers were bigger (they had a few more wins than the Freo Dockers).

He comes from good union stock; his dad having worked at sea.

He came to Australia with his family when he was a strapping young lad and stayed when they decided to head back to the UK.

He worked around the traps, finding his way into the transport/freight industry driving forklifts and such; eventually landing a job at the AMC where he was elected as a delegate.

“Destroy” was known for his willingness to mentor other delegates not so savvy in the delicate art of representing the interests of your workmates and it would be fair to say his generous spirit made him a lot of friends.

When the gig at Patrick Projects wound up, Des decided he wanted to continue assisting the union movement and took up a job at the TWU as an Organiser.

But shortly after his family came out to Australia to help him celebrate his 50th birthday, Des suffered a stroke. Anyone else would’ve hung their union boots up, called it a day and left it to the other members to take up the fight. Not this fucking champion!

Des was out and about at the front of rallies as soon as he could get himself out of hospital, screaming at anyone who’d listen that the MUA is “Here to Stay!” and telling every employer that “They don’t like us, and we don’t care!”.

You see, the thing with Des is, he’s got smarts.

He can see that if you don’t fight you lose. He knows from experience that if the wharfies don’t mobilise to prevent the proposed outer harbour, they’ll lose their jobs to robots. He gets the effect this will have on the state’s economy. Robot’s don’t pay taxes and they don’t spend wages.

Des doesn’t work at the wharf anymore, but he’ll drag himself to every protest, rally or public forum to fight for the future of wharfies – even though there are wharfies who couldn’t be fucked making an effort to save their own jobs.

This is a bloke who doesn’t look for excuses to get out of going to a union rally. This is a bloke you couldn’t stop fighting for workers’ rights if you tried. This is a bloke with a heart the size of a house.

Des Harding – you are a most worthy first recipient of the “Best in the West” Award.

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Des Harding

Report by
JEFF CASSAR
ASSISTANT SECRETARY
0417 568 115
jeff.cassar@mua.org.au
Des Harding - never one to take a backward step; determined to always follow members’ issues through to the end.
A nickname often bantered around “destroy”. A real privilege to work alongside such a dedicated unionist.
- Troy Swain (stevedore and former delegate AM C)

I first met Desy some 12 or 13 years ago, while I was organising for the TWU. We had a few discussions about the job and the issues in the yard and he became a delegate.
Des was, and still is, an outstanding advocate for workers’ rights, with a rich social conscience to boot.
He always has time to listen to people’s problems and always has a kind word for them.
He’s always believed in the need for rank and file members to get involved in the union; whether it’s turning up for meetings, rallies or social events.
But more than all this, I’m proud to call him a friend (even though he’s a red).
All the best mate
- John Cain

Des Harding

A few words…

Des is a champion bloke who has dealt with more adversity than most of us will ever know.
Despite his own battles, Des continues to fight from the front on behalf of workers throughout the maritime industry.
He’s the first to put his hand up to take on the big end of town and is an inspiration to blue collar workers in Western Australia.
He genuinely gives a fuck.
Thanks for everything you do mate!
- Doug Heath (former Assistant Secretary M U A, Organiser CF M E U)
After a five-year Job Security Campaign, we are proud to report that we now have 18 operators signed up to the MUA Job Security Agreement.

This wraps up one of the biggest industrial, legal and political campaigns in MUA history.

This was a campaign that set out to secure the jobs of MUA members working in the offshore oil and gas sector and to ensure that EVERY offshore vessel had MUA classifications worked by MUA members.

This was a campaign like no other:
- MUA members rejecting non-union agreements time and time again; repelling AMMA’s strategy of breaking an industry agreement and driving a race to the bottom.
- Members (working and not working) taking action to demand the right for MUA members to work in the sector.
- Legal challenges to remove agreements voted on with a small group of people (CUB style)
- Political lobbying to prevent Michaelia Cash pushing through legislation removing MUA members from vessels.

And while the number of jobs do fluctuate in the oil and gas sector as projects come on and off, we have ensured through this campaign that MUA members will be on every vessel working in the industry and we have secured additional manning on vessels to maximise employment.

If members have any doubt on the success of the campaign in locking in local MUA jobs, just look upstairs and downstairs on your vessel.

This truly has been a monumental campaign and one that ALL MUA members should be truly proud of.

Thanks to every member who played their part and a massive thanks to all the delegates onboard vessels.

Without a strong delegate structure onboard the vessels, we would have absolutely no chance.

Going forward, our task is to ensure we maintain our activism onboard and uphold MUA conditions, particularly around manning and leave.

Active consultative committees can hold the operators to account, so ensure that yours is operating in conjunction with your organiser.

As always, we encourage all members to get to your local Stop Work meetings for full offshore reports on the industry and upcoming work.

In unity
The future of WORK and AUTOMATION

Advancements in technology are marketed to appeal to us as some kind of saviour that will make life easier for everybody. While this may be true in some cases, (reversing cameras in cars, electric bicycles, etc) with technology becoming so advanced across so many aspects of our lives, what will happen to the jobs we currently perform and what will our prospects of work look like if we let current jobs disappear? What will our kids do? Where will they work?

The technology is moving so fast that maybe we should be asking where we will work? There are a number of reports and studies that show that over time, when automation or technology has taken the place of another work practice, there have been shifts in jobs and new job creation.

For example, there were no jobs involved with the internet 30 years ago, now there are millions.

These reports also cited businesses such as Video EZY or 24-hour photo developments as examples of businesses that were crushed by technological advancement.

Over the course of history, we have seen technology advancement in our industry in the forms of containerisation, new cranes, etc. However, throughout history, any workers that lost their jobs back when this technology came in, at least had similar job fields to go to.

The concern for us and the concern for society should be, what happens when manual labour jobs go altogether? It’s GONE! Where will those workers go?

We are currently living within a society and under a political system that completely UNDER-VALUES manual labour.

When there are no manual labour jobs left, what will the workers do?

The fundamental problem is that when technology takes the place of hundreds or thousands of jobs and is replaced by only a few technicians and operators, only a small percentage of the population benefit from shift.

The business profit margins increase significantly due to the lack of wages/insurance/benefits/risk, and the technicians or “operators” have jobs that could see a substantial wage increase, as they are doing the work that was once done by hundreds.

The workers who were previously doing the role are effectively thrown in the bin with nowhere to go.

There will be no “upskilling” or retraining and ultimately we will see workers left behind. It is a bullshit line to say the companies will “retrain” these workers.

This is often what is left out of these reports as they look only at numbers and not real people and their personal situations.

Automated trucks on mine-sites and automated wharves are all designed to increase profit margin. There is next to no societal benefit.

Who benefits from nobody working, apart from the elite?

We need to make a decision as to what kind of society we want to live in - a society where there are good, secure, UNION jobs, or a society where there is mass unemployment?

Not every kid can go to University. And even those who do, often come out with a degree and absolutely no prospect of work in that field, then end up working at the local coffee shop just to survive. They are also heavily laden in debt. The more you get into this, the worse it really does get.

As a Union, we need to say “ENOUGH!”

What’s wrong with pushing back AGAINST automation?

What’s wrong with demanding a society where there is quality, secure, UNION jobs?

This is what we should be fighting for. This is why we need a strong, active union movement.

If we don’t fight back, our kids may not have any future at all!

Danny Cain

“If machines produce everything we need, the outcome will depend on how things are distributed. Everyone can enjoy a life of luxurious leisure if the machine-produced wealth is shared, or most people can end up miserably poor if the machine-owners successfully lobby against wealth distribution.”

- Stephen Hawking

- RANK & FILE VOICE APRIL 2018
Standover tactics
no place for bullying in the industry

They attack those they perceive to be less than themselves somehow, possibly to offset being bullied themselves, having a lack of empathy or reacting out of frustration in their own lives or often because they’re just flat-out dumb fucks. Whatever the case, none of it is acceptable.

This type of bully looks to exploit their position in management as a means of sustaining what they perceive as power.

The most ludicrous trait that seems consistent among these fuckwads is the way they go after employees considered star performers by most, but are seen as threats by clueless managers. This type of manager happily takes credit for employees’ good work and blames employees for managerial fuckups.

If you’re on the receiving end of this type of treatment, or you know someone who is, please get in touch with me. All enquiries will remain confidential.

IT’S STEVEDORE’S WORK

Some offshore operations are using seafarers to load/unload cargo in port under the guise of Special Purpose Vessel exemptions without paying them the correct Schedule 6 - 117%.

Seafarers and Stevedores need to help each other in knocking this practice on the head. Either the seafarers are paid correctly or it is Stevedores work.

This has to stop.

NAVIGATION ACT 2012 C2017C00349 PART 4 – INTERPRETATION 14 DEFINITIONS

cargo of a vessel does not include ballast for the vessel or goods intended for consumption on the vessel.

Example: Ship’s stores and fuel that are intended for consumption on the vessel are not cargo of the vessel.

NAVIGATION ACT 2012 COMPILATION NO. 8 94 EMPLOYMENT OF SEAFARERS IN LOADING AND UNLOADING

(1) A person must not employ a seafarer at an Australian port in handling cargo in connection with the loading or unloading of a regulated Australian vessel or a foreign vessel:

(a) if sufficient shore labour is available; or

(b) if sufficient shore labour is not available—other than in accordance with any requirements prescribed by the regulations.
Mermaid Marine, one of the bigger players in the offshore oil and gas sector, has been up to its usual tricks again.

For one of the bigger players, it seems to be crying poor and putting its crew’s health and safety on the line by bringing vessels working in third world countries onto the coast without a union inspection. This is customary practice right across the industry.

The union inspections play a critical role in making sure vessels are fit for purpose when they enter the Australian coast and house Australian seafarers.

Some of the key areas of this report focus on making sure the vessel is asbestos free, making sure the water on board the vessel is clean and fit for human consumption, as well as the cleanliness and hygiene of the galley and cool rooms.

Vessels working in third world countries are known to have asbestos throughout them, blocked kitchen scuppers filled with grease and other putrid matter, as well as black and grey water running through the ships’ water systems - which can also be deadly.

Mermaid Marine Australia has priors when it comes to bringing in vessels that do not meet Australian standards with the following vessels - MMA Vantage, MMA Voyager and MMA Vision - reportedly having noise levels well in excess of Australian safety standards.

The Toll Sand Fly had over 100 deficiencies raised on her highlighting the fact that Mermaid Marine has been flogging these rust buckets out to the offshore oil and gas majors at the expense of our membership.

I am asking all members onboard these Mermaid Marine vessels to raise any issue that does not meet Australian Standards or is a bona fide safety issue, so we can have these rectified ASAP.

We will not be letting Mermaid Marine Australia have a free run at the cost of our members health and safety.

The Union has repeatedly asked Mermaid Marine to invite us to inspect its vessels that are entering the Australian Coast and will continue to ask it for an invitation to inspect its vessels.

We will not be running away from this issue.

**BUNBURY BOILING OVER**

Bunbury, the quiet little outport, is bubbling over with issues on the go at three of the major employers in the area.

QUBE Bunbury has currently got three disputes running in the Fair-Work Commission.

It will be great to finally get these issues before a commissioner to get some closure on the outstanding matters. Bunbury Pilot Boats are currently in negotiations with Smit Lamnalco for a new agreement and with Annual Wage Increases over a four-year term looking like 0% yr1, 0% yr2, 1% yr3, 1% yr4, it seems we may be in for some interesting times, especially when considering the Pilot Boats productivity has increased by over 40 per cent over the life last two agreements. Negotiations seem to have stalled as we are clearly apart on some key outcomes and it seems Smit are not likely to move on them without a helping hand pushing them along.
Mid-West port managers are dropping like flies at Geraldton Port.

The Port has lost some of the management team that seemed to somewhat be representing the workers the best that they could.

While they are no friend of the port - these two managers will tend to make the right decisions, at least more in favour of the workers. And as the old saying goes, better the devil you know....

I really don’t blame them for leaving, as the short experience that I have had up there the port tends to promise the world only to take it away from you the next day.

And now the CEO has gone as well.

Management in Geraldton was getting old and stale... to the point that if you took a closer look, mussels appeared to be growing from some of these individuals.

We are hoping for a much more positive relationship with the new CEO.

We have tried to start with a fresh approach with the port, only to be burnt. A lesson well learnt, but I (as elephants do) have a long memory and won’t forget the actions (or non-actions) that the port insists on doing.

The Fairwork Commission is currently dealing with several disputes between the parties. We hope that we can resolve the issues quickly but will not be making any deals at the expense of our members’ wages and conditions.

This will be made very clear and we will fight for what is rightfully ours!

**GERALDTON AGM**

We had a great turnout from the membership at my first AGM, in November.

Good report backs, good questions from the floor and a good venue (at the Geraldton Beach Hotel)!

Many thanks to Jason Moylan for allowing us to use the pub and conduct our delegates training there for the week.

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**YEAR OF THE DOG – GET YOUR MONGREL ON!**

Happy New Year.

Many would be aware that this Chinese New Year is the “Year of the Dog”.

Perfectly arrived leading into this year, we are seeing more members turn on members, members do what they want to line their own pockets, leaving their brothers and sisters sitting at home wondering how they are going to make the next home loan payment (if they haven’t already lost their house).

The worst part of all is when you hear stories of members (who call themselves unionists) sucking up to the boss by buying them flowers or bottles of wine or doing their best to belittle their co-worker right next to them.

A person’s character is not judged when they ride the wave of success (or beat their own chest). Their true character is put to the test when their back is against the wall.

Only then will you see whether that person really is who they say they are.

Make this year your year to “get your mongrel on” and begin standing up to the bosses and start saying NO.

Start looking after your co-workers and start looking after one another. We all have a little bit of dog in us, we just need to dig deep and find that inner bark.

This year is going to be massive and members need to band together and not be a cancer eating ourselves from within.

There are too many times that safety in the workplace is being overlooked.

If it looks unsafe, it probably is. Simply say NO; you all have the right to STOP the job if you don’t believe it can be done safely.

The time to fight is NOW!

More, now than ever, members should be standing up and concret - ing the legacy of the MUA by showing the bosses that we are not afraid to voice our opinions, to stand up against them. We are not afraid to say No and get home safely.

It’s already been a historic start to this year with the merger of the CFMEU coming together with the TCFUA and the MUA.

The bosses, their reps and the rotten Liberal Government have done whatever they can to stop this amalgamation from happening, but we have prevailed.

We all know that the CFMEU have a good bite on them, making this amalgamation more perfect than it is.

We will do whatever we can to support you, the membership.

If you need support, talk to us, we are only a phone call away.

In unity.

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Report by

GEORGE GAKIS

ORGANISER

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MUA WA BRANCH

OFF WITH THEIR HEADS!

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In unity.
FROM WORST TO MAERSK

Remember the Offshore 5? Swire, Mermaid Marine, Skilled Offshore, Programmed and Maersk! Well where are they now? I’ll tell you where; they all have signed up to the long-awaited job security EBA 5 we have been fighting for the past years. Maersk included. Early on in the negotiations, Maersk management put out two AMMA driven non-union documents only to be rejected both times with a resounding NO vote which drove Maersk to back off and sit back up for a while up until lately.

This company is one of the most toxic anti-union outfit’s currently the Offshore membership are faced with. Even after two failed attempts to have their non-union EBA’s voted up, this company was not willing to pick up the industry agreement. It opposed the job security, it opposed the redundan-

get paid and to know where things are going and to have our say. Am I wrong or are they out to get us? IT’S BEEN A YEAR AND A HALF WHERE WE HAVE HAD THE COMPOSITES EBA VOTES UP TWICE TO BE STOPPED FROM GOING UP AND REJECTED BUT WE STAND AS ONE!

I am well aware of the global downturn in the resources sector. Every day I read articles about another offshore company selling up or going broke. Complaints must fight and survive in order to remain competitive and sometimes that means letting workers go and reducing costs. I don’t take it personally, this happens and we need to move on. The issue here is that Maersk has made this personal. Whether or not they set out to do so, they have personally attacked all Australian IRs and cooks. We have been told that the only reason there are any Australian IRs and cooks still working, is because we won a massive court case that stopped Maersk from being able to bring in foreign workers to fill our positions for lower pay and conditions.

I understand the people reviewing this are some of the most senior in MUA, and please try to imagine for a minute that your boss walked into your office and said; “we don’t want you working here, you are not appreciated by this company. The only reason you are still here is because we can’t legally fire you.”

That is how we feel. What sort of confidence can that possibly inspire? It falls nothing short of mental abuse. Myself and my colleagues are in a perpetual state of fear and anxiety. I have trouble sleeping. My relationship with my partner becomes strained every time I get home. I am well aware of the global downturn in the resources sector. Every day I read articles about another offshore company selling up or going broke. Complaints must fight and survive in order to remain competitive and sometimes that means letting workers go and reducing costs. I don’t take it personally, this happens and we need to move on. The issue here is that Maersk has made this personal. Whether or not they set out to do so, they have personally attacked all Australian IRs and cooks. We have been told that the only reason there are any Australian IRs and cooks still working, is because we won a massive court case that stopped Maersk from being able to bring in foreign workers to fill our positions for lower pay and conditions. I understand the people reviewing this are some of the most senior in MUA, and please try to imagine for a minute that your boss walked into your office and said; “we don’t want you working here, you are not appreciated by this company. The only reason you are still here is because we can’t legally fire you.”

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Programmed
...AT IT AGAIN!

Report by
JACK MCCABE
ORGANISER
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ATLAS PROFESSIONALS -
(PROGRAMMED MARINE)

In Late 2016, not long after Skilled Labour Hire’s management took over Programmed, they sacked nearly all the Seafarers that worked for the Skilled side of the business. Now they want to casualise what is left of the Programmed side of the business.

Members would remember at Town Hall meetings around the country, just as we were about to vote for the EBA, the company stated that its permanent workforce is the best asset it has. That has changed to now wanting to make its permanent workforce redundant.

Programmed met with the MUA on Friday, February 26, at the time of going to print, giving notification of its intention to implement redundancies.

On Monday, February 19, members received an email from the company asking for an expression of interest for voluntary redundancies. On February 20, myself and delegates met with the company at a consultative committee meeting.

Programmed informed us that it does not have any contracts for future work.

It currently has only three vessels working in Australia:
- Posh Arcadia contract ends in April, with possibility of future extensions
- OMS Endurance contracted to December
- Self-Propelled Rig DPS 1 200+ day contract.

The voluntary process was due to close on Monday, February 26, at the time of going to print this process is still open.

It was stated that the MUA, through consultation with the membership, would look at all available options including job sharing. This process got Farstad through a rough patch.

On March 2, Programmed sent an email to employees indicating it wanted to go to the next stage of the redundancy process, which is to use excessive leave and or job share.

On March 8, the delegates put the redundancy process in dispute.

On March 20, we took Programmed to the Commission where we are attempting to prevent any forced redundancies or even job share from occurring.

Our argument is based around the number of casual employees still working for Programmed and the number of permanent employees of a classification that doesn’t exceed the number of positions available.

The number of positions on Programmed vessels is close to 60 IRs. The number of permanent IRs in the Programmed fleet is 59.

All Programme want to do is maximise casual employment across the industry and use client contracts as a reason to keep casual employees.

In an attempt to resolve the matter, the MUA has agreed to facilitated discussions in the Commission commencing the first week of April.

We will keep all members updated on this process as we go forward.

OCEAN PROTECTOR AND TEEKAY

The Ocean Protector contract is being issued.

The existing crew have been on the vessel for more than two years. DOF has sent an email stating it has lost the contract and that TEEKAY will be taking over the vessel.

It’s the worst kept secret on the coast.

TEEKAY is denying it has won the contract. The Union has told TEEKAY we will not cop the Coral K night and Sycamore approach and are seeking the current agreement and conditions for the existing crew and that they should be retained and transferred to Teekay with the vessel.

If Teekay attempts to make the DOF crew redundant, it will start a dispute with the Union.

DIVING

Teekay is denying it has won the contract. The MUA and members stood firm, rejecting a pay cut. On March 2, in the Fremantle Union rooms, we held the first meeting of divers, putting together a log of claims for the diving agreements that are due to expire around June this year.

There will be another meeting scheduled in the near future and an email will go out to the diving membership seeking their input.

AMMA initiated rate drops for ROV workers of around 25 per cent over a two-year period. The ROV experience shows us what happens when AMMA takes control of an industry without a strong militant union representing its workers.

It will be a race to the bottom with wages, conditions and safety in the offshore oil and gas sector if AMMA had its way.

RAPID DECENT

In June 2017, MUA divers were involved in a Rapid Decent incident off our north-west coast. While there is an ongoing investigation, the MUA will continue to protect and promote the rights of its diving members.

The June 2017 dives affected the health, safety, welfare and the current and future earning capacity of 15 highly skilled and experienced divers.

The MUA will use administrative, lobbying, legal, media and campaigning means to achieve:

1. Full care and compensation for all divers and their families affected by this dive event;
2. Appropriate prosecution of relevant companies involved in the planning and carrying out of these dives;
3. A full review of the conduct of NOPSEMA before, during and after the dive events;
4. Consideration by the union movement and governments of what and how offshore safety is best and most effectively regulated; and
5. A full review of the conduct of AMMA before, during and after the dive events.
Since national manager Mark Malone departed the Svitzer team, many more followed on a national basis.

Four managers from the West followed suit as the new boss (nationally) brought in a bad attitude and an agenda to cut, slash and burn our members rights, wages and conditions.

The first replacement manager here in WA lasted about 12 months before the current Fremantle Port Manager that we now have was brought over.

The rumours have it that he has been sent here to “fix the West”.

This manager has issues with our members across the entire east coast and is not making friends here. As for him “fixing the West” – well the “West ain’t broken”.

The Fremantle Port Manager has been picking away the conditions our members have had for years. The company has had a strategy in place, including destroying the EBA provisions and implementing changes to the Port Operating Procedures (POPs). The attacks these members are facing are all across the country.

Even though in our EBA with the company, we have a NO CLAIMS clause, they have continued to try to implement major changes, including cuts of up to 40 per cent of the crews based in Fremantle and Kwinana. They have been seeking to amalgamate the two ports as well as effectively giving the workers in Kwinana a nice pay cut - as well as the travel they want our guys to do between the two ports. So far we have been able to resist.

Outside of the crew cuts, the company has been hunting for whatever they can get - basic conditions rosters, reductions in wages, OHS in the workplace and now they are trying to introduce a belt roster, insisting that our members take a six-hour break at their workplace.

They are another company seeking to erode permanency and engage casual workers.

The Union has attempted to resolve these issues, but the company may as well have just pulled their index fingers from their arse and placed them into their ears, as they had no intention of fixing any matters unless it was on their terms.

Keep your eyes and ears open as this dispute isn’t wrapping up anytime soon.

We may really start ramping up the campaign against this rotten company. We will not back down!

In unity
George Golds

Svitzer
MEMBERS
STARE DOWN MANAGEMENT
TO SAVE THEIR JOBS

ALWAYS STICK TO WHAT YOU’RE GOOD AT

CRIMINAL INJURIES
COMPENSATION CLAIMS

Are you a victim of crime?
You may be entitled to compensation.

AS A VICTIM OF CRIME, YOU MAY BE ENTITLED TO COMPENSATION, NOT ONLY FOR YOUR INJURY, BUT ALSO FOR SPECIFIC LOSSES INCURRED AS A RESULT OF A CRIME, OR ALLEGED CRIME COMMITTED AGAINST YOU.

WHO CAN MAKE A CLAIM?

Pursuant to the Criminal Injuries Compensation Act 2003, you may be eligible to claim compensation if you: are a victim of crime and are injured and/or have suffered financial loss as a result of the injury; or are a person related to a person killed as a result of an offence.

Compensation can be sought for an incident reported to the police, regardless of whether a person has been identified, charged or convicted of the offence.

You may also be eligible for compensation if you have suffered physical or emotional harm resulting from an offence or alleged offence committed against you.

WHAT CAN CLAIM?

If the incident occurred on or after January 1, 2004, you are entitled to a maximum award of $75,000 for each offence, inclusive of any expenses, loss of income and general damages.

Compensation may also cover: pain and suffering; loss of enjoyment of life; loss of income; medical or psychological expenses; and other incidental expenses, such as travel for medical treatment or damage to clothing.

In the case of a death, closest relative can apply for compensation to assist with funeral expenses and loss of financial support.

ARE THERE ANY TIME LIMITS?

Yes, time limits apply and the application must be lodged within 3 years of the incident.

If you have not submitted your application within this timeframe, you will need to request an extension. Applications lodged after this time may be denied.

GET IN TOUCH

To lodge a claim compensation, you may contact Slater Gordon on 08 9308 1706

slatergordon.com.au
I am grateful for the opportunity to work with the MUA WA Branch, helping to maximise the effectiveness of your political efforts and most importantly provide avenues to deliver real policy outcomes for MUA members in Western Australia.

This is an exciting time to be involved and I am grateful for the support I have received from staff, rank-and-file, and union-elected officials since I started in mid-January.

It is amazing what has been accomplished by the WA Branch without a full-time dedicated person responsible for political involvement and implementing strategy.

A couple of the accomplishments that have been achieved through the efforts of everyone involved with the MUA and WA Labor are:

- **Elected one of your own to the upper house in WA.** It shouldn’t surprise anyone that in the year after his election, Kyle McGinn has built a reputation in Parliament as being one of the hardest working Members of the Legislative Council and is representing you well.
- **Made it official policy of our Government to not privatise Fremantle Port.** The largest branch of WA Labor is the Maritime Branch. It is only because hundreds of MUA members have joined the party that we were able to pass a resolution delivering this outcome.
- **Preselected one of our own for the Federal Seat of Hasluck.** There couldn’t be a better or more dedicated candidate for the seat of Hasluck than Lauren Palmer, but her preselection was only possible because of the involvement of the Branch in WA Labor.

It is simple. The number of MUA members who join the WA Labor Party directly impacts how loud of a voice you will have when our government adopt policies in the future.

Now is the time to be involved.

It is simple. The number of MUA members who join the WA Labor Party directly impacts how loud of a voice you will have when our government adopt policies in the future.

If you want the MUA to keep delivering government policies that benefit you, then we need to make certain every person you work alongside joins WA Labor and those who are members keep their membership current.

We have WA Labor membership and WA Labor renewal forms in the office at the rooms or you can join or renew online:

You can join WA Labor online at www.walabor.org.au/join (select “Maritime Branch” or your voice will support someone else).

Current members of WA Labor can renew their membership at www.walabor.org.au/renew or by calling party office at 9328 7222.
You can always contact me directly if you have questions or need assistance.

Since starting in this new position mid-January, I have kept busy working on several priority tasks while planning what the MUA can do politically in the future.

These past few months I have hit the ground running and worked on organising the renewal of ALP members who have become unfinancial, drafting and implementing the beginning stages of a campaign plan for MUA Federal candidate Lauren Palmer in Hasluck, increasing the awareness to keep Fremantle as a working port in local council elections while also coordinating some of the groups who oppose the construction of an outer harbour. I have also started two new branches within the WA Labor Party, so the MUA will have more avenues to strengthen our voice and influence the policies of government.

One of these branches is specifically structured to give the members who work in North Fremantle the ability to participate in the debate about building an outer harbour and if automation will result in the loss of hundreds of jobs.

In the coming year, I am also preparing opportunities for MUA members who want to know what they can do to prepare to run for office themselves, or get more involved with the WA Labor party to help build the influence MUA will have on government policies, or both. Dates and locations will be made available when finalised and approved.

Looking ahead, I am excited to be a part of the MUA as we work with all of you to continue building strength in WA Labor but I am most excited to help our members develop skills that could put you on the path to becoming a local councillor, member of our State Parliament, or even a Federal MP or Minister.

At the end of the day, it is our government and every level should be representative of the people it governs.

Outside of work time I have also organised Maritime Branch Labor members to vote in the ALP National Conference ballot so the MUA can maximise their representation at the National ALP Conference in July.

At the time of writing this report ballots are still being counted but Christy Cain, who was #1 on the MUA ticket, had more than double the number of first preference votes as the next candidate (who was also on the MUA ticket). The strength of the MUA Labor members was clearly demonstrated as Christy also received over 3X the number of first preference votes as the next nearest union official.

I am excited, honoured, and humbled to be an official part of the MUA team in WA and I look forward to doing what I can to ensure MUA members have every opportunity to be involved and make a positive difference.

Maritime Super
Financial Planning
Improving Financial Outcomes

If you’re looking to achieve financial freedom, be it now or in retirement, getting good financial advice is essential.

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A financial planner can provide you with advice on your super benefit, contribution levels, investment strategy, insurance cover and so on, based on your own personal circumstances and goals. They can guide you to make the right decisions to help you to achieve your financial goals in the future.

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Take your first step toward financial freedom and make an appointment with Craig Austen, our WA financial planner based in Fremantle. Call Member Services on 1800 757 607 or Craig on 0417 937 716 for an appointment.

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Training facility up and running

The training facility was also utilised at the start of the year by the Compass Group to film some of their Pre-Start, and Safety videos for 2018. There are still some minor modifications required to practical equipment and further purchases to be made prior to the scaffolding and rigging courses being run.

We expect this equipment will be procured within the next few weeks. METL is currently developing a timetable with courses being offered. This has been a longer than expected process with all of the required regulatory requirements being adhered to along the way.

METL has met with several stakeholders in the past few months (Stevedoring and Maritime) with regards to delivering HRWL (Stevedoring and Maritime) with regards to delivering HRWL training and company-based courses and is look forward to working with them into the future to provide quality training to their employees (MUA membership).

Discussions have been positive in Western Australia with the Certificate II Linesperson Course being run out for Svitzer (Kwinana) and Fremantle Port in the coming months.

If you have any questions regarding training and booking, please contact me or get in touch with your relevant organiser regarding High Risk Work Licence training.

A lot has happened since I last updated you.

The new training facility saw some training conducted towards the end of last year on behalf of Jan De Nul, with two courses conducted - Confined Space and Working at Heights (WAH).

These were facilitated in partnership with Construction Skills Training Centre (CSTC) for the Port Hedland dredging contract.

METL TRAINING SCHOOL
Training Courses on scope with ASQA
METL has been preparing its new intended scope ready for submission to Australian Skilled Quality Authority. This process has been extensive and has required the modification and branding of many documents related to delivery of the courses listed below.

- CPCCLDG3001A - Licence to perform dogging
- CPCCLR7G3001A - Licence to perform rigging basic level
- CPCCLSF2001A - Licence to erect, alter and dismantle scaffolding basic level
- TLLIC2001A - Licence to operate a forklift truck
- TLLIC2005A - Licence to operate a boom-type elevating work platform (boom length >11m)
- RIWHS202D - Enter and Work in Confined Spaces
- RIWHS204D - Work Safely at Heights
- MAR20116 - Certificate II In Maritime Operations (Linesperson)
- CPCCLRG3002A - Licence to perform rigging intermediate level
- CPCCLRG4001A - Licence to perform rigging advanced level
- CPCCLSF3001A - Licence to erect, alter and dismantle scaffolding intermediate level
- CPCCLSF4001A - Licence to erect, alter and dismantle scaffolding advanced level
- CPCCLTC4001A - Licence to operate a tower crane
- PMASUP305A - Operate offshore cranes
- TLLIC0012A - Licence to operate a vehicle loading crane (capacity 10 tonnes and above)
- TLLIC3004A - Licence to operate a derrick crane
- TLLIC3006A - Licence to operate a non-slewing mobile crane (>3 tonnes capacity)
- TLLIC3007A - Licence to operate a portal boom crane
- TLLIC3008A - Licence to operate a slewing mobile crane (up to 20 tonnes)
- TLLIC4009A - Licence to operate a slewing mobile crane (up to 60 tonnes)
- TLLIC401A - Licence to operate a slewing mobile crane (up to 100 tonnes)
On March 1st this year, Unity Bank celebrated one year as a Bank but nearly 50 years as a proud financial institution for Aussie workers and their families. Proudly owned by our Members, we're a Bank committed to working hard everyday to provide outstanding service, competitively priced products and on the ground support to the communities we serve.

We're here for you
Our name Unity Bank, reflects where we come from, what we stand for and where we are headed as a Member-Owned bank, serving the workers and communities for MUA members in WA and across Australia. If you're not already a Member of Unity Bank, we'd love for you to join us.

Bottom line at Unity Bank is that we care and every Member is an owner... so no matter if things are going a little tough for you personally or as banks close their branches throughout regional areas in Australia we're staying open and here for you.

Safe and secure
For almost 50 years, we've always made servicing our Members safely and securely a top priority. In relation to our deposit products, we offer the same guarantee as any other big bank.

Community support
Unity Bank on behalf of all our Members is proud to help our communities rise to the challenges of life.

From raising funds for Cancer Research through 'The Cure Starts Now' to lending our support to the 'Asbestos Disease Foundation of Australia'.

We are proud to support important MUA annual conferences and events. Each year we help raise the spirits of our communities through helping out with events such as Fremantle May Day March, Collie Show, Working Waves and Picnic Days. We're more than a Bank... we're truly a part of our community.

The complete package
Unity Bank provide our Members with the complete range of banking and financial services and products:

- Home Loans
- Personal Loans
- Saving and Investment Accounts
- Home Content and Personal Insurance
- Leasing
- Credit and Access Accounts

Unity Bank Members have helped shape the nature of our financial services to make sure you have everything you need in a bank.

Better access for you
With Unity Bank, you'll enjoy access to a range of banking options including Internet, Mobile App and Phone Banking via our Member Service Centre – and of course we continue to provide friendly, personal service from our Fremantle branch, located in the same building as the MUA Union office.

First rate service
Key to everything at Unity Bank is service. Looking after the needs of our Members comes first... always. Even prior to becoming a Bank, we pride ourselves for giving our Members the highest quality service.

Advanced technology
Although person-to-person customer service is one of our key strengths, our advanced technology platform ensures we deliver the full package of modern banking services. From Google Pay and Apple Pay to PayID, the best technology breakthroughs are made available to our Members to guarantee faster payment and the highest levels of service.

Easy to join
As a Member of MUA it's your right to access bank services that put your financial security and that of your family first.

Joining is easy... just 10 dollars makes you a shareholder making you part owner of your Bank. Make the switch to Unity Bank, it's as easy as giving us a call.

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Taxpayers have taken an extraordinary hit on last year’s collapse of the Perth-based oil and gas fleet services company Go Marine, which may have been insolvent three years before it was finally put under.

Administrators KordaMentha’s report to creditors shows Singapore-owned Go Marine owed more than $86 million to the Australian Taxation Office in back goods and services tax, income tax and associated interest and penalties when it failed in October.

Under a recapitalisation and deed of company arrangement approved by creditors five weeks ago, the tax office will recover just $2 million of an agreed claim of $54 million against Go Marine.

The report raises questions about the tax office’s seemingly lenient treatment of Go Marine at a time when it is waging a public campaign against tax avoidance by multinationals.

Go Marine owed as much as $19 million in back taxes as early as November 2014. Yet the tax office moved against the group with a statutory demand for payment, the first step in a potential wind-up action, only in June 2016. However, the demand was not enforced.

Instead, it was not until last October that the tax office finally ran out of patience with the group, rejecting Go Marine’s offer of a payment plan and triggering the appointment of KordaMentha.

Go Marine, which was owned by Singapore’s Otto Marine, operated 21 vessels and employed 228 staff, including 36 in its Perth head office. KordaMentha said it believed Go Marine was insolvent as early as November 2014, given it had no means of paying the tax due then.

The firm noted that its assessment was clouded by incomplete records of the tax office correspondence and by the poor state of Go Marine’s books. The group had not prepared annual accounts since 2014.

Under last month’s DOCA, Hong Kong buyer TSH took control of Go Marine via a $10.4 million deal that had Otto Marine remain a shareholder but with a diluted 30 per cent stake.

KordaMentha said it had been unable to detail TSH’s ownership but “we expect that TSH may have some links with Otto Marine, or at least are known to (affiliated) parties”.

The DOCA provided for a return to creditors of less than 5¢ in the dollar but KordaMentha said the sale was a better option than a liquidation.
Dear Comrades,

WA CFMEU Construction and MUA WA Branch are working with Aboriginal traditional owner communities in the west Pilbara region, Western Australia.

Our aim is to support the communities to identify and prioritise their own local issues; and develop their capacity to action their local plans which tackle the problems. The communities can then present their plans to state government.

The living conditions in these communities are close to that of third world countries; poor access roads, no fresh running water, inadequate housing and sewage; and no employment.

We have decided to tackle one community (Weymul east of Karratha) at a time and work with the Traditional Owners to develop community action plans. We have split the work into three groups;

1. Whole of community work - general community plan: such as continuation of School of the Air, planning for housing, running water, good sewage systems and local employment, establishment of a community ranger program and
2. Men: building shades for communal meeting places and community clean ups.
3. Women: building a community vegetable garden, furnishing and attracting funding for an art centre and general arts and crafts.

We have been invited to attend two community meetings since February this year. At the second meeting CFMEU Construction took out the barbecue trailer and the meeting concluded with lunch. This was highly received and welcomed by the community.

We have also collected some donation items to help the community out, such as toys for the children, clothes for the whole community and a few pieces of furniture for the community office.

To this end, we are further seeking donations of unused toiletry and other items from hotel and motel accommodation.

We are asking all our comrades to think of the communities we work with and ask that these are collected when travelling. We will collect soaps, shampoos and conditioners, sewing kits and toothbrushes.

We will arrange a box at Trades Council Hall in Perth and the Fremantle MUA office for these items to be dropped in. We will then make arrangements for whomever travels to the Pilbara to put these items into a small plastic bag, then into a backpack and deliver to us.

We see this as a very small, no cost and worthwhile activity. The communities we work with will be extremely grateful for the smallest of donations.

Yours in unity
Tracey H, Paul Ferreira and Tam Stubbs
CFMEU/MUA

Working with the traditional owners

MUA MEMBERS
RESCUE
PARTY GOERS

Three members of the public are lucky to be alive after falling overboard from their recreational vessel following a boat party off Rottnest.

The following is an account of the night’s events, as told by the MUA crew of the Far Statesman. It also highlights the importance of having Australian trained seafarers on the coast.

Without the expertise and safety training of MUA members, both from Solstad Farstad and the Fremantle Port Authority, the outcome may very well have been different.

Around 20:45 on the January 28, OOW was alerted by marine radio of persons overboard off the coast of Port Fremantle.

The MUA crewed MV Far Statesman joined water police, Fremantle Search & Rescue and MUA members from the Fremantle Port Authority in the search. Police helicopters and fixed wing search and rescue were also involved in looking for the three persons overboard, six-miles off the coast of Fremantle in heavy seas and winds gusting up to 30km.

With all hands-on deck, the FRC was readied for launch if required. Crew scoured the dark and choppy sea using all resources available onboard.

While drifting North of the police search party, around 22:45, crew members of the Far Statesman heard faint shouts and screams for help off the Far Statesman’s starboard bow.

The bridge crew were alerted and asked to sweep the ships spotlight in the direction of the screams and the three people were located 200m off the starboard bow, treading water, waving their arms in the air and shouting.

The ships whistle was sounded to let the three people in the water know they had been spotted and were about to be rescued.

The Captain informed the search coordinator of the Far Statesman’s position and that the people had been located all together in the water and seemed to be doing okay.

Within minutes of the sighting, the Fremantle pilot vessel was assisting the very lucky people from the water and on their way back, escorted by water police to dry land and an awaiting ambulance.

It was due to the highly trained and skilled Australian seafarers onboard the Far Statesman that three very lucky members of the public were found and rescued from what was appalling conditions to conduct such a search and get to go home to their families and loved ones.

It is a very proud and humbling experience for all MUA crew onboard, to be part of such a successful rescue at sea and have such a great outcome of saving three people’s lives.

MUA members onboard
Far Statesman:
Lenny Bell
Sean McGahan
Steve MacNeil
On behalf of MUA Crew
Jimbo Williams (MUA Delegate)
The impact of the war on merchant seamen was little known except to the families and friends of the men whose lives were so imperilled. Australian merchant seamen. Because of wartime secrecy, and because it had no institutional structure as the armed services did, and perhaps also because of certain derogatory attitudes to merchant seamen in the community, the merchant navy's wartime role and losses were not so much forgotten, as never really recognised. However, in recent years its story has had belated acknowledgement.

**VICTIMS OF SUBMARINES**

It is well known that merchant ships are a prime target for destruction in war. A crew member of a German raider in the southern oceans later said that their mission was to destroy merchant ships in trade routes, and to avoid engagement with naval ships at all costs. 'Every ounce of petroleum, every grain of wheat, every piece of war equipment that we could stop reaching the enemy would be so much nearer to starving [them] into submission'. And trained officers and crews were just as valuable as ships to their governments. In 1942, there was a foreseeable shortage of Australian cargo shipping, after numerous vessels had been requisitioned for both Australian and American naval or military services. Supplies of coal, coke and iron ore to their various points of consumption looked uncertain, while cargo for Western Australia which was dependent on the eastern states for manufactured goods, was accumulating. The Australian government strove to find charter ships and institute shipbuilding programs in the face of impending crisis. The aim of destroying merchant shipping was evident in the campaign of Japanese submarine attacks off Australia's east coast in 1942 and 1943.

Somehow the merchant navy's story was never officially told. A map showing casualties was first published by the Seamen's Union of Australia in the Seamen's Journal, sometime after the end of the war. It shows ships attacked and damaged, as well as sunk. The title, 'War Secrets Revealed' alludes to the fact that with a few exceptions, the names of ships and the locations involved were never given in newspaper reports of wartime casualties. This may partly be why some of the worst tragedies, such as the sinking of some of the iron ore ships, were not better known. A newspaper report of a spate of losses used standard wording of the time: 'the five vessels lost were one large and two small Australian freighters.

The map of merchant ship casualties produced by the Seamen's Union of Australia seems to be the first published compilation of its kind. It has been reproduced in several later sources, and was used on a plaque attached to the Seamen's M emorial, erected on the initiative of the then Seamen's Union of Australia with support from BHP Pty Ltd, outside the Australian National Maritime Museum at Darling Harbour, Sydney, in 1992.

**HUMAN LOSSES**

It is difficult to put a number on Australian merchant mariners killed in World War II. Seamen moved from ship to ship and went all over the world. Australians were present in the Mediterranean and the North Atlantic convoys, while many of the merchant seamen killed in Australian waters were of other nationalities: Greek, Chinese, American, Yugoslav, Norwegian and Dutch seamen all served in ships on the Australian coast, many being refugees or caught here, together with their ships, when war was declared.

The official war history gave the number of dead resulting from submarine attack on the east coast as 467. It gave the number for the 30 ships destroyed by submarines on the entire Australia Station as 654, of whom 200 were Australian. The published history of the Seamen's Union of Australia, however, gave a figure of 386 Australian merchant seamen dead, from all ships including foreign ships, and from all causes, including deaths among prisoners of war. The authors said that this meant that one in every eight Australian merchant seamen, or 12.5 per cent, had died as a result of wartime sea service. The McGirr Inquiry into the Needs of Australian Mariners, conducted by the Department of Repatriation in 1989, found that five percent of Australian merchant seamen had died, and that this was the same as the casualty rate in the RAN. The report noted that there was no definitive source of statistics about Australian merchant mariners killed in the war, but that the Australian War M emorial had compiled a list of 520 names.
of Australian merchant mariners who had died, and names were still being added.

These rates of course only look at deaths. The number of injuries, some very severe, will never be known. And there was another, indirect, layer of casualties from the additional dangers of wartime conditions to merchant seamen. The incidence of collisions and other accidents was greatly increased. After collisions, ships were not allowed to heave to, or use searchlights to find survivors. Under wartime regulations, ships had to travel at night with a minimum of lights and were not allowed to delay outside harbour entrances, but they did not gain more navigational aids to compensate.

DEFENSIVELY EQUIPPED

From the start of the war, merchant shipping was controlled by the Shipping Control Board, and ships were defensively armed and crewed by merchant navy crews, but the guns were operated by Defensively Equipped Merchant Ship gunnery ratings assisted by a gunnery crew drawn from the ship’s company. There was a three-day gunnery training course for merchant seamen and an extra payment of sixpence (five cents) per day. Unfortunately, the guns mounted on cargo ships were most useful against air or surface attack from the air, and in some theatres of war they were used to very good effect. But for the submarine attacks off the east coast of Australia they were less useful, despite many instances where submarines were chased off or torpedoes destroyed. Like naval ships, the ore carriers were painted grey and did not show their names.

MEN OF THE MERCHANT NAVY

What sort of men were the merchant seamen who had these experiences? Most were ordinary everyday seamen, untrained for war, and unprepared for what befall them - usually an explosion in the middle of the night. There were countless anecdotes of courage, distress and fortitude.

RECOGNITION

After the war, some people argued that merchant seamen were well compensated for their war service by the war risk bonuses which they were awarded, progressively increased by Union action throughout the war. It varied according to destination of the voyage, and length of time with the same employer, rising to 50 per cent. The Deputy President of the Repatriation Commission, Jocelyn McGirr, in her Inquiry into the Needs of Australian Mariners in 1989, concluded that merchant seamen probably ended up about equal to their naval counterparts, when naval allowances, taxation, payment for food and accommodation, and other matters were balanced out. But she pointed out that all merchant seamen, by virtue of their jobs, were always in areas of risk, while members of the army, navy or air force quite often went through part or all of the war at home bases without ever being in a field of combat. And while sea-going members of the navy generally went to sea in vessels designed for warfare, with armour plating and watertight sections, merchant seamen went to sea in ships not designed for warfare. In naval ships, whole crews were trained to engage and fight hostile forces, and naval ships had crews up to five times the size of merchant crews, and carried medical staff and facilities. Most merchant ships were coal-fired and were considerably exposed both by day and night because of sparks and smoke trails visible for vast distances, unlike the predominantly oil-fired ships of the navy.

The report of the McGirr Inquiry is an excellent source of information on the real conditions of Australian merchant mariners. It was produced in order to examine the position of merchant navy veterans who were not covered by the same pensions Act as naval personnel. Its recommendations improved the position of merchant navy veterans in many respects. This was a process which had started with the award of Merchant Navy War Service medals and the inclusion of the merchant navy in Anzac Day marches in the mid-1970s. But by the time its recommendations were implemented in 1994, the 15-year-old deck boys would have been in their mid-60s, while a seaman of 50 when the war ended would have been 100.

The often-maligned BHP with its dreaded ‘death ships’ did at least pay formal tribute to the war service of the people who served and died in its ships, with a ceremony presided over by BHP’s head, Essington Lewis, who dedicated a plaque at the Newcastle Steelworks in 1950. This plaque is now part of a memorial to seamen on Newcastle’s Foreshore. At least this was much-needed recognition for these men, their families and their shipmates while events were still fresh. Other small memorials to merchant seamen from individual ships or places exist around Australia, but it was not until 1990 that the Merchant Navy Memorial was set up at the Australian War Memorial in Canberra, too late for most of the men whom it commemorates ever to see it.
Access benefit - compassionate grounds

You generally cannot access your super until you reach your preservation age. However, if you are experiencing severe financial difficulties, you may be able to access part, or all, of your preserved (or restricted non-preserved) benefits prior to reaching your preservation age on compassionate grounds.

The early release of your super can only be approved if you can’t afford to pay for expenses relating to the following situations:

- **Medical treatment or transport** - you may be eligible for an early release of superannuation to pay for necessary medical treatment or medical transport expenses for yourself or your dependant if either of you have:
  - a life-threatening illness or injury
  - acute or chronic pain, or
  - acute or chronic mental illness
  and the medical treatment isn’t readily available through the public health system.

- **Mortgage assistance** - you may be eligible for an early release of superannuation for mortgage assistance if your mortgage is threatening to repossess or sell your home due to arrears on your mortgage and:
  - the property under threat is your principal place of residence
  - you’re legally responsible for the mortgage repayments.

- **Modifications to your home or vehicle** - you may be eligible for an early release of superannuation for home or vehicle modification expenses if:
  - you or your dependant has a severe disability and you need to modify your home or vehicle to accommodate these needs, or
  - you need to purchase disability aids to accommodate a severe disability.

- **Palliative care** - you may be eligible for an early release of superannuation for palliative care expenses if you or your dependant:
  - has a terminal illness
  - need assistance paying palliative care expenses.

- **Funeral expenses** - you may be eligible for the early release of superannuation for a dependant’s funeral expenses if:
  - a dependant has passed away
  - you need help paying funeral expenses.

**How to apply**

To apply for early release of your super on compassionate grounds, you will need to do the following:

- Contact the Department of Human Services (DHS) at 1300 131 060 or visit www.humanservices.gov.au and submit your application.
- If DHS approves your application, they will confirm this in writing.
- Once you have received written approval from DHS, call Member Services on 1800 757 607 for a copy of the Withdrawal Form.
- Complete the Withdrawal Form and return it to Maritime Super, along with the following:
  - the original DHS letter of approval; and
  - a certified copy of your ID (such as your driver’s licence or passport) if you haven’t supplied it in the past five years.

Issued by Maritime Financial Services Pty Limited (MFS) AFS Licence No 241335. This document provides general information only and has not been prepared having regard to your objectives, financial situation or needs. Before making an investment decision, you need to consider whether this information is appropriate for your objectives, financial situation and needs. The information has been compiled from sources considered to be reliable, but is not guaranteed. Any examples have been included for demonstration purposes and should not be relied upon for the purpose of making an investment decision. Past performance is not a reliable indicator of future performance. Copies of the Product Disclosure Statements and MFS’ Financial Services Guide are available by calling Member Services. This publication is current at the date of issue and may be subject to change. The Fund is Maritime Super ABN 77 455 663 441 and the Trustee is Maritime Super Pty Limited ABN 43 856 015 775.

1 • Fact sheet • Accessing benefits: compassionate grounds • February 2017
ITF INSPECTORS MEDITERRANEAN CONFERENCE

I was invited to attend the inspectors (Mediterranean) conference over 3 days in Morocco.

Interesting to hear the reports and issues the ITF inspectors face in this region especially the Black Sea and the substandard Shipping.

It was obvious that ship owners are using some of the lowest tricks to get cargos.

It’s at an all-time high and a race to the bottom for seafarer’s conditions.

Problem is the seafarers are being exploited, with no CBA (agreements). Some of the examples of A/B salaries of anything from $200 to $500 USD per month.

Signing contracts by finger and thumb prints, then to find out allotments to families not happening and eventually ship abandon in a foreign port with no food and no money.

Syrian Seafarers have been told of the continuing bombing of their home town and yet banned from shore leave in overseas ports.

The conference confirmed the effectiveness of the FOC campaign and the issues lay ahead with substandard shipping.

Reports from the Cruise Ship Industry/ITF affiliates and Arab network were well received.

VALE: JOHN GILL

SUA/MUA, PORT HEDLAND DELEGATE

My sincere condolences go out to Maree, Scott and Trish on the passing of John Gill. John was diagnosed with cancer two years ago and like a true North Westerner took it in his stride.

Unfortunately, it got the better of him and he passed away on the 01/03/2018. John was a good man and a well-respected delegate.

He joined the union (SUA/MUA) in Sept 1975 and played a significant part as the port delegate and as an ITF contact.

He was an ALP member and was well-known in the community. He attended many SUA/MUA state and national conferences, including tug conferences.

His first “ship” was the tug “De Grey”. Those who worked the tug knew very well it was a union tug.

I first meet John in the mid 70s when we arrived on a state ship in Port Hedland - after a cyclone had wrecked the town. He was a greaser on the tugs and one of several delegates. He asked if we had any extra hands that could help with damage done to the local seafarer’s centre and members’ homes. The bosun quickly organised the gang and out we went.

Port Hedland wasn’t a port that many would like to live or work in back in the early 70s, due to the weather and isolation. In fact, the conditions through the 60s and 70s were ordinary.

He was instrumental in getting housing conditions that many have since enjoyed in Port Hedland.

As an MUA official, some time ago, I had to assist the members and delegates in negotiating a couple of collective agreements. I specifically asked the members and delegates what they wanted from the outcomes of the negotiations. John replied, “in the 60s, we wanted air conditioning; in the 70s we wanted the Federal Tug Boat Award; in the 80s we wanted the Seagoing Award rates; in the 90s we wanted the standby rates; today we want the offshore rates and equal time off.”

History was right there with John.

He was known and as fearless, up-front and centre when it came to representing his workmates in negotiations. They achieved many conditions over the years and it became the job everyone wanted.

In his role as an ITF contractor, John would follow up complaints for international seafarers and stand up for seafarers’ rights and conditions.

Over the years he also helped many Aussie seafarers in Port Hedland in many ways.

His funeral was attended by a huge number of relatives, friends and tug crews. The eulogies were well presented and received, telling about the life of a good man.

John’s contribution to the SUA/MUA, ITF, tug industry and the people of Port Hedland should never be forgotten and honoured for his commitment.

Farewell comrade
Battlelines were drawn in what would become known as the Patrick’s dispute. Patrick Stevedores boss Chris Corrigan sacked his entire workforce, locked them out and set up new companies to employ a non-unionised workforce, trained in Dubai.

Imagine being locked out of your job and told it was because you were a member of a union. It was not on.

The rally cry went out and arm in arm, brothers and sisters, families and community supporters stood up as one against that form of tyranny.

In WA, the CFMEU was at the forefront, Fremantle pickets, at times approaching two or three thousand strong, prevented trucks from moving on and off Patrick’s wharf.

Locked arm and arm CFMEU and MUA members stood as one. It was a case of ‘touch one touch all’. And we were proud to be in it together and came out it much stronger as a result.

A lot of water has passed since then. The chief protagonist of the Patrick’s Dispute, Peter Reith, met his own waterloo a few years later with the famed children overboard affair. Trickery and skullduggery will only get you so far.

Suffice to say, we are still here, and he has long since gone. But the issues which affect us all remain.

The Patrick’s dispute was no ghost town; it is not an event that we look back on with lament as if it was the good old days.

There has been no room for reminiscing, because we are all still in the thick of it. Since those heady days, there have been many times when both our great unions have supported each other and the interests our members. The use and abuse of overseas workers to take our local jobs and drive down wages and conditions, the fact that the ‘Big end of town’ (eg: Chevron) pay no tax, yet seek total control to ensure the decimation of workplaces. The ABCC and how employers hide behind it to screw workers, unions and the common good, and take way the voice and rights of workers.

All this is common ground between both our unions, including the TCFUA (Textile Union), Michele O’Neil TCFUA National Secretary said: “The combined strength of the CFMEU, MUA and TCFUA in our new union will write a new chapter in Australia’s union movement. Ordinary workers now have a powerful new force for change on their side.”

We are one! And we are many!

On a day to day basis it will be business as usual. Each union will carry on with their own local secretariat structure, executive and way of doing things; exactly like the divisions of Construction, Mining, and Forestry do now and have always done, with each containing its own proud history and identity, but with a common aim.

What will be different is this?
For sure, we will be stronger in being with families and real fears, needs and wants. People who most of the time feel they have no voice or power. Our merger is about giving them that power.

Make no mistake; we now have coverage of everything from ship to site. And it’s not something we take lightly, but alas we take it on board with strategic and tactical decisions that can benefit all our members.

There are deriders (employers and their representatives) who scream at our coming together.
Yet, no one on the conservative sides of politics yelled at Wesfarmers with their various takeovers and mergers giving them all but total control in the ‘cradle to the grave?’ What are they worried about?

Maybe it’s the fact that on a ship out there somewhere are products that need to be landed, processed, transported and installed to enable construction projects to be completed, maybe some of those products don’t meet procurement standards? Who knows?

What we know is this...
Together we will be stronger. Together we will find more synergies and enact strategies which will benefit our members. We will not shy away from what is right, from changing the rules.
We are here for the blue. We are here to stay.
Dare to struggle. Dare to win.

Mick Buchan
State Secretary,
CFMEU WA C&G

Ordinary workers now have a powerful new force for change on their side
Support for amalgamation

CHRIS CAIN ORIGINAL POST
March 21st
Three of the most powerful Unions in Australia, coming together as one! From the mines, to the wharfs, to the offshore, to the construction manufacturing and forestry!
For the many! Not the few!! They don’t like us! And we don’t care!

RE: MICHAEL MCCALL
Mick Williams On course Comrades. Congratulations!

J ohnny Nelson We need to get people back into the union in all industries. The Liberals scare mongering and lies have pushed people away while they secretly take our rights away from us. I think people need to be reminded how they got their conditions in the first place, especially those union bashers. You’re doing a great job Christy. Wish I was at sea when you got into office. Unfortunately for me I went through the Rawlings, Pritchard era. Those were dark days. Keep on punching. You’re a legend mate.

David M urrow This is a great move from the unions. It’s about time we stand together and fight these multinational’s vultures.

Mark Darren Richards I hope they do. Can someone tell me if Bill and Labor are going to do anything about shipping in Aussie waters? Are they going to give our jobs back? Why are they so intent on not going after these big companies for not paying tax and keep hitting the everyday battlers. When are we going to get a pollie with balls?

RE: ADRIAN EVANS
M ichael M cAll Here was me thinking it was an episode of Brookside. Christy knows the score – it’s a merger that strikes fear into the dark hearts.

RE: ADRIAN EVANS
M ichael M cAll Great interview.

COMMENTS
Theo De Vries Just watched the 7.30 report in to the merger, talk about bias. All they could mention is the militancy of the 2 unions, no mention of the deaths, injuries and exploitation and stand-over tactics by the building bosses. No mention of the government selling out seafarers to cheap foreign labour and destroying coastal shipping, manufacturing and allowing exploitation on an unprecedented scale. If they didn’t want a merger of unions who fight for their members like ours, stop sucking up to the multinational’s and the big bankers.

RE: THEO DE VRIES
J ohn Mears That’s correct Theo - and why would any union exploit a company to the extent that they do. No work - no workers, no workers - no members, no members - no union. Our unions do the math. We only want a slice of the cake not all of it; a decent day’s work and good working conditions for all. The only reason these unions are going to do anything is to knock down those walls with the laws to be scared… OH, and we don’t care.

Johnny Nelson Well said Christy. Building a stronger union for all.

Kim Sattler It was 3 unions actually and the only people who have a say in this are the members! If it was the RSL, the Scouts or a footy club, they wouldn’t be carrying on. We have Freedom of Association in this country - A BC do your homework, please.

Dom Sullivan Excellent showing on A BC tonight. Telling it how it is.

Jeffre y Eli ul If laws are not providing what the initial law of intention is to provide, then the judicial system is to be held to account.

K urt Scharre-C lar PIC: If unions aren’t needed anymore, why are corporations spending billions trying to destroy them?

Tim Farrell Very exciting Christy; they don’t like us and we don’t care. An injury to one is an injury to all. World-wide solidarity.

Don Brown Snr Strength united stronger. Congratulations MU A, TCFUA and CFMEU.

David Ted Andrews Best thing I’ve seen on the A BC for a long time; great news.

Brendan Bogle Congratulations J ason Ward Well done!!! T im Ribergaard United we stand. Divided we fall.

Strength in numbers.

Theo DeVries Just watched the 7.30 report in to the merger, talk about bias. All they could mention is the militancy of the 2 unions, no mention of the deaths, injuries and exploitation and stand-over tactics by the building bosses. No mention of the government selling.

Glent on Wood Struggling through the years, giving the membership of WWF and SUA conditions that were the envy of all unions. Now, the membership of the MUA have voted overwhelmingly in favour of the amalgamation with two great unions. The only people who didn’t.

Charlie Weldon Leigh Sales should hang her head in shame calling it the amalgamation of union troublemakers. If this repulsive government looked after the many instead of the few and big businesses weren’t so fucking greedy, unions would not need to be so-called troublemakers. From where I sit, the only troublemakers are the right wingers who refuse to share.

Peter Hollow Surprise, surprise the L ibs. N ats and big bosses don’t like the sound of bigger stronger unions, but don’t have a problem with big power, gas, grocery chains, insurance companies or banks having oligopolies.

Kevin Robinson W hen did the bosses ever like unions? NEVER!

Mick Williams Don’t like us and we don’t care!

J oe Gallagher Great effort and well lead by all the leaders in each union.

Wayne Doleman W hat great outcome. Here to stay.

Tawa Harris Boooom; next level. They don’t like us and we don’t care.

Fra M cLaughlin Congratulations brothers - one and all. A very proud day for the union movement.

Kristian Daley B ig day for the trade union movement.

Dave Pen Solidarity brothers and sisters, from UK Docker.

Peter G onverse G et on the union bus - three cheers.

Rob Taylor Awesome. Touch one, touch all.

Richard Foley This is an outstanding
play. Now it’s up to the ALP to fulfill its side of the bargain, namely we as Australians demand economic nationalism and Australians for Australian jobs. If Shorten clings onto the 35 years old economic consensus of neoliberalism, it will be a catastrophic disaster. We are tenants in our own country if this is not reserved our future generations are doomed to poverty and slavery.

Pat N Darryl KIng So what unions have been joined up?

Max Popovic Love it Christy.

Jim O’Connor CFM EU, here for the blu.

RE: LUKE MURRAY:

Jim O’Connor

Max Popovic Here, here

Johnny Winds A big congratulations Comrade Cain and Comrade Buchan.

Brendan Reeve Congrats Christy, well done!

John Lundy I’ve said it for years - once we all band together we become a strength to be recognised. Now is the time to make a stand. This clown show of a government needs a belting by the working class. Dare to struggle, dare to win.

Francis Kelly A great day indeed, well done all.

Kenny Usher Congratulations Christy and fellow comrades.

Gruff Griffo The workers united will never be beaten. And try stop me by the Eureka Stockade flag C***

Tony Hall Good onya Christy Cain and Mick Buchan in WA and all the National and Interstate Officials of the three unions that have taken the steps needed to ensure that our Union movement continues to win for Union members and their families.

Tren Harvey K’n oath Christy Cain. Time to ask Australia the question “who’s side are you on?”

Peter Mahon Well done boys, great achievement for all workers.

Phil Lawson United we stand, divided we’ll die. Come on knuckoers, this is what we need to defeat these political maggots. Let’s fight fight fight as one!

John Mears A new chapter in the history of the union movement for more unions to follow.

Jason Bennett In unity.

Michael Mccall Nice one comrades.

Lisa Tindal You know you have done right when the RWNJ on 3AW are losing their bladders over this. Bonus was the UFW agreement being voted up. I’m surprised Neil Mitchell didn’t need a defib machine.

Yogi Buck Well done comrades, we achieve what we fought for all workers!

Geoff Hoggy Guest Time for smashing comrades! Union Proud. International Hoggy.

Mike Ballard The workers politically and industrially united as a class can NEVER be defeated.

Dave Riddell In unity we trust comrades.

Kevin Robinson Well done Comrades “UNITY IS STRENGTH”

Ian Dawson Good result and the future looks bright. If anything, just upsetting the likes of Mukola Cash (Michaelia Cash), I’m stoked.

Chris Allen Stoked for you guys. Solidarity forever.

Marc Boland Awesome what about job for seafarers?

Frank Gaskin Solidarity.

We will never walk alone.

Steve Todd Good on ya me old mate, give them hell. MUA HERE TO STAY!

Brian Gallagher It’s on course; historic day.

Alex Gordon A great stride forward for the class struggle trade unionism. Many congratulations Christy and comrades.

Stewart Edward Great stuff Christy, bring it on!

Arthur Rogers A great day, a great achievement and a great determination by the members cadre. We are all very proud of this outcome and look forward to better days ahead in the struggle.

Dave Phillips It would be great to get MUNZ on board as well Christy Cain. A Trans Tasman power house.

Willie Mclennon Hell yeah!

Dave Smith Solidarity from blacklisted workers in the UK.

Ian McKewin Solidarity Comrade Cain.

Terry Hayes To Christy Cain

Congratulations Christy on your successful merger, the far-right Mutual National business lobby whinging all day about it. #CHANGETHERULES.

Lindy Constantine Awesome news. Thanks Christy and all of the officials and fellow comrades who have made this possible. I’ve been a proud member of the SUA then MUA for 28 consecutive years. Thanks for fighting for our right to work in the Maritime Industry. MUA Here to stay!

TERRY HAYES TO CHRISTY CAIN

Congratulations Christy on your successful merger, the far-right Mutual National business lobby whinging all day about it. #CHANGETHERULES.

COMMENTS

Vince Fryer Let them whinge Terry, hopefully all the way to Centrelink (although we all know they’ve all lined their pockets knowing full well their time to sit in opposition is near).

Peter Carter ETU WA branch forward to a good working relationship with the merged union in behalf of all workers we represent.
Over many generations waterfront workers and our Union, now the Maritime Union of Australia – the MUA, have remained united, strong and militant as we fought struggle after struggle to maintain an industry that would continue to support waterside workers, their families and the communities in which they lived.

Wharfies and our Union saw off every challenge, including the infamous Patrick dispute 20 years ago, that sought to undermine our industry and our place in it. We fought because our unique way of life depended on it and our industry continues to stand as one that has fended off every challenge that attacked our wages and conditions, so important to our way of life.

Today we face a challenge as great as any we have faced before and certainly the most significant since the Patrick dispute in ’98. It is a dispute with a new entrant to the Australian waterfront - a foreign multi-national called VICT that seeks to take the industry back decades and undermine generations of struggle to decimate the future wages and conditions of Australian waterfront workers.

VICT has gone into the Port of Melbourne and run out an industrial agenda that seeks to undercut the stevedoring industry wages and conditions by about 40%. The agreement was voted on by 5 supervisors.

VICT undercut our industry through the following:

1 Removal of all penalty rates to introduce a flat rate of pay for casuals of $36.50 per hour for all hours worked, including overtime, at any time of the day such as evenings and nights and on any day including weekends and public holidays. This compares against Qube’s consolidated rate of around $57 per hour which Qube workers continue to get paid when they work alongside VICT workers if lashing gangs are short – VICT pays more than $20 per hour under the rate

2 Superannuation of 9.5% and an outright refusal to endorse the stevedoring industry fund of Maritime Super.

3 Salaries for those who work as the equivalent of Grade 6’s under the Stevedoring Industry Award of $75,000 per year for 1820 total annual hours worked over 12-hour shifts. When the terminal opened over a year ago many of these roles were paid at the still reduced annual salary of $92,000 (42 hour week with 12 hour shifts) and yet the same roles advertised recently have now dropped to the $75,000 salary

4 Introduction of 12 hour shifts into the container terminals for the first time which if allowed to spread would see manning levels across Australia’s main container terminals cut by about 30%

5 The removal of MUA coverage from all work in the VICT terminal including lashing right through to maintenance, crane drivers and all foreman roles. This in effect is an attempt to remove the MUA from the future of Australia’s stevedoring industry by removing us from coverage of all and any roles inside terminals with automated work.

MUA Responds

The first hearing date on this matter was scheduled before the Federal Court in mid-March.

ABOUT VICT (AN ICTSI COMPANY)

- VICT is a wholly owned foreign multinational company
- VICT spent $700 million building Australia’s first fully automated terminal
- They have one contract with AA2 which has the following vessels on it’s run: Glasgow Express, OOCL Texas, OOCL Le Havre, CPO Jacksonville, JPO Virgo

ICTSI CEO Enrique Razon has made the following statements appearing to summarise the companies approach to business:

“If we focus on things like governance and transparency we are still not going to get what we need to get done”

“The countries with the best infrastructure in the world are dictatorships”

“Tying democracy to development, I don’t think it really works”

* VICT presents as the biggest threat to our industry in a generation * Every wharffie in Australia must support this dispute. * The future of our industry depends on it.

VICT has formally notified the MUA in writing that it is buying the Hutchison operations in Botany and Brisbane, although this is yet to be verified by Hutchison.
The amalgamation of powerful unions has some people quaking in their boots...

... and so they should be.

..they should be scared!
Hearing from the people throughout the State and learning what their concerns are, helps me to advocate for them. It is similar to being a union organiser and I have slid into the role, albeit with a learning curve.

It won’t come as a surprise when I say I believe the biggest legacy the former Liberal/National Government has left WA is a complete failure to protect and grow local employment, from Kalgoorlie to the Kimberley.

The more I get out and about, the more horror stories I hear - about the lack of employment opportunities and contracts going overseas, or interstate without locals getting a fair go.

The McGowan Government made a solid commitment pre-election to promote local projects and local jobs. To me, this is not just words on paper.

This is critical to returning WA back into a leading powerhouse, nationally and internationally.

“We have the skills; we have the training... Aussie ships we should be sailing”. You would recognise this slogan from many MUA WA rallies.

This is relative to every industry. It is a bloody disgrace that we, as a State, have had to put up with our jobs being offshored or given to companies interstate that undercut locals, particularly in Regional WA.

Local engagement is the most important economic driver to sustain the town. If we don’t start turning the tide, we will continue to see the deterioration of towns that were built off the back of the hunger to process OUR minerals.

No one can argue that compared to the 80s we have a far higher rate of FIFO employment and the neglect of sustaining towns within reasonable distances of operations.

I recognise FIFO workers play a role in the industry, but we see employers abuse this type of employment through termination, reduced safety and neglect local employment which drastically affects the local economy.

The biggest legacy the former Liberal/National Government has left WA is a complete failure to protect and grow local employment - from Kalgoorlie to the Kimberley.
I am officially opened my electorate office in Kalgoorlie-Boulder on December 3. It was a very well attended opening, including Premier Mark McGowan and Regional Development Minister Alannah MacTiernan doing the official opening duties.

I would like to thank members from the MUA and the CFMEU who made the journey from Perth for the event. It was great to see familiar faces - Ged, Ben and Deana Lawver, Steve and Kelly.

Many community members attended as well and have been very welcoming and grateful to have Labor back in the Goldfields. It had been eight long years since Labor had an MP presence in Kalgoorlie. Nearly 12 months into my term, I feel as though we are making headway.

The Kalgoorlie-Boulder community has been coming through the doors raising issues and together with my team - Georgia Foulkes-Taylor (Electorate Officer) and Deana Lawver (Research Officer) - we have been successful in supporting them.

There have been significant issues raised with me in Kalgoorlie and they are issues I am passionate about.

Youth has been a main area of concern in the region, on many levels, and I believe that with the right focus and some out of the box thinking, as a community we can better the situations facing many youths. They are the future and I believe we must invest in our future.

Crime in Kalgoorlie has been in to the spotlight recently and the perception on the ground is that it’s rising.

My fear is that the introduction of the welfare card from the Federal Government could see more people of disadvantaged backgrounds suffer under the new oppressive regime.

I urge everyone who is in the mining and pastoral region who have any issues to raise, or who just wants to talk, to contact my office.

There have been significant issues raised with me in Kalgoorlie and they are issues I am passionate about.

Having so many parties represented is a challenge, but the people of Western Australia elected a Labor Government to govern and threw out the Liberal-Nationals because they wanted a change.

If you LIKE and have been following my Facebook page Kyle McGinn, MLC you can see what we get up to from day-to-day. In addition to sitting in the Legislative Council and on two committees, I have been getting out and around the massive Mining and Pastoral Region, which I represent - turning the sod, cutting ribbons, and meeting the locals. A few of the stand out events recently have been:

- WA Labor State Conference
- Gutchoo “We are One” Youth Forum Kalgoorlie
- Mental Health Opening Ceremony Kalgoorlie
- Spring Festival Kalgoorlie
- Meeting the Irish President, his Excellency Michael D Higgins
- Joint Kimberly and NT Forum on Local Governance
- North West Port Hedland and Broome tour with the Premier
- Dental Clinic for aged care opening Kalgoorlie
- ULURU statement briefing at Parliament, first-hand account with Thomas Mayor

I have received loads of messages from the membership in support. Thank you for your continued commitment as Rank & File. We have a chance to make the change we want. We must continue to fight and continue to organise. We are having our say within the party, but we must maintain and grow it. I urge you all to check your memberships, renew it or, if you haven’t joined, now is the time to start the road of democracy.

In solidarity, Kyle McGinn
BENEFITS OF BEING IN THE MARITIME UNION

The Maritime Union of Australia is an organisation that acts as an industrial relations representative for its members. The main purpose of the union is to ensure a safe work place and to give workers the power to negotiate for more favourable working conditions and other benefits through collective bargaining.

Your Unions Dues are a Tax deduction!

You should seriously consider joining as we can achieve a heap more together rather than as a fragmented workforce.

Union workers are protected by the Union negotiators and the Enterprise Bargaining Agreement.

The MUA win these conditions by

- Empowering the workforce
- Safety in the Work Place
- Union Officials are available 24/7 for emergencies

The MUA also provide their membership with other benefits such as

- Free access to legal representation for industrial matters
- Discounted legal representation for personal matters
- Discounted shopping with Shoprite
- High performance industry Superannuation and optional Income Protection
- Unity Bank
- Workplace training
- The right to have a decent wage and living conditions
- Access to a network of like-minded people from the industry

I strongly urge you all to consider being a member of this great union. Please contact me if you have any questions.

Christy Cain | WA Branch Secretary
P: 08 9335 0500 | M: 0407 850 084
E: chris.cain@mua.org.au
Maritime Union of Australia | WA BRANCH
2-4 Kwong Alley, North Fremantle WA 6159
Meet Lauren Palmer

Labor for HASLUCK

Lauren grew up in a close family with ties to Hasluck that go back generations.

I am proud to have inherited a strong sense of community from my Pop who worked for some 40 years at the Midland Railway Workshops and my Nan, who was active in the Midland Friendly Garden Club.

Like many of you, my diverse work history includes years of working weekend and public holiday shifts just to make ends meet. The struggle to get by working casual jobs, sometimes two at a time, means I understand how important it is to provide job security and protect penalty rates for the people who depend on them.

My social justice values and commitment to fairness developed further when I spent time as a law clerk working for Slater and Gordon Lawyers. In this role, I helped injured people navigate a complex worker’s compensation system and receive the care they needed in order get their lives back on track.

After completing a degree in social justice and international relations, I worked as a policy advisor with the Maritime Union of Australia. In this role, I worked alongside professionals who campaigned to ensure multi-national corporations are held to account. As your representative in Canberra I will continue fighting until multi-national corporations pay their fair share in taxes and do their part to fund our schools, hospitals, and critical infrastructure projects instead of increasing the burden on families across Australia.

I am committed to using my energy, experiences and passion to fight for a fair go for you. I firmly believe there should be no barrier to future generations finding local, secure jobs. I will work hard to ensure that schools and hospitals have the funding they need, that the NBN will connect you with your loved ones, and Hasluck’s iconic national parks and bushland is protected for the enjoyment of our communities and future generations.

If you would like to become involved with the campaign, please don’t hesitate to contact me. I look forward to hearing from you soon.

You can contact Lauren at: lauren.palmer@walabor.org.au or on 0432 733 060

Follow Lauren on Facebook at: www.facebook.com/LaborForHasluck
ILWU CANADA YOUNG WORKERS CONFERENCE

The MUA and ILWU are leading from the front in promoting a strong young workers network around the globe.

The ILWU Canada Young Workers Conference is definitely a breeding ground for future leaders and strong activists within the union movement.

After returning home from the 2017 Conference, I can honestly say I am impressed and inspired with the power and drive of the ILWU young workers. Their youth are engaged, keen and ready to continue the fight.

Over a packed three days we received information on the history and the direction that the ILWU and global union movement are taking.

There were two sections that stuck out to me one on social media use and the effects in the workplace, and the 10 guiding principles of the ILWU and the way they still follow them to this day.

The MUA had a large presence throughout the content with the Patrick’s dispute being explained and of course Harry Bridges (who was only 33 when he was leading the ILWU).

I think the most important thing to take away from a Conference was actual skills that you can use in real life and there was a good deal of them on the agenda. I was proud to be involved, representing the MUA and as I sat back to reflect, all I could see was young people talking, sharing ideas and strategising. Even if they didn’t know it, they were organising.

The slogan of the Conference Internationalism, Solidarity beyond borders couldn’t be more true. As we see large companies expanding their global footprint, so must unions.

It is becoming more obvious that large industrial disputes no longer just require the members and local community behind them to be successful. As we have seen previously with the Patrick’s dispute, and more recently with the Hutchinson’s and CUB disputes, a militant active membership and a global and public strategy go hand-in-hand to achieving an acceptable outcome.

In my opinion, in the next seven years or so we will see our older, educated and battle-hardened membership, who have been leading the way, begin to retire. As these comrades take a well-earned rest, we need to have a strong adaptive membership who understands the current and future industrial climate and the issues that we will face as a union.

We must use the opportunities and tools our leadership is giving us so we can carry on the fight for safety on the job, descent pay and working conditions.

We have work to do at home to; creating a strong and active young membership isn’t easy, especially with all the distractions and technology around.

The youth seem to be a generation of convenience. So, let me ask you this, what is the greater inconvenience? Putting time back into the Union, educating and bettering yourself and your job all while looking after the rights of all workers in this country? Or is it more inconvenient to have to find a new job and career or having a lasting injury due to the lack of safety at work, not being able to work in your own country, becoming the working poor or being forced to fight one out against a board of managers?

I think the inconvenience of being active and firing a shot definitely well is a lot less then what will happen if we all don’t start playing a role within this great movement.

Stay tuned the MUA youth have some plans and if you get see an opportunity where you can be involved throw your arms out and grasp it with both hands. Know your past, own your future.

Phil Swanston
WA Youth Rep

Recently, the National and State Youth Representatives met in Melbourne to discuss and revamp the movement. The meeting met all outcomes and provided each state committee with direction and techniques to report, activate and service the membership.

Discussions were had around upcoming campaigns, the state of the industry and where the youth can play a more active role.

It was decided that the committee structure needed to be changed to give better coverage and increase the network of activists.
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It was identified that to make the youth committees work and to encourage young members to step up, we need the help from members in the workplace - we need you!

A call out to all members to jump off the fence and start educating on the ground is needed. Getting to stop work meetings shouldn’t be a chore; it should be a priority.

We need the delegates to start bringing their workmates to the union halls. From this, the youth reps should be able to create a better flowing network.

Know the past, own the future is the slogan for the youth movement and in order to live up to this. The youth rely on an active and engaged membership with on the job education.

The 20th anniversary of the Patrick’s dispute is on our doorsteps and attacks on our union are continually escalating. If your union name has gone out and it’s time to reignite the fire in your belly, join the movement to fight for a better standard of living.

We need to come together as a union, as a family, new ideas, direction and good old-fashioned activism will come from progressive debate and socialising together.

Technology and the busy lifestyle of today’s workers gets in the way of our progress as a movement. Shaking this off and coming together to fight for not only our rights but our community, is a must and should be at the core of every unionist’s values.

The union movement is waking up and beginning to assemble for real change. Let’s be a part of this, lead the way, band together and change the rules.

The WA Branch youth movement meetings are generally held after the stoppiles, on the last Tuesday of each month.

All members under 35 are encouraged to attend and contribute to the direction we are moving in. The committee is currently seeking any member who wants to play small or leadership role(s). Suggestions for events, community campaigns, charity fundraisers and political or industrial actions are encouraged.

In unity

Phil Swanston
WA Youth Rep
I am an Integrated Rating.
On October 21, 2017, I was elected to the City of Melville, as a Local Government Councillor, for the ward seat of Palmyra – Melville – Willagee. It was a great achievement and now I ponder the journey of activism in the MUA that bought me to this moment in time.

Being a woman in this industry has never been easy, no matter what people say.
I was one of 20 people in my group at the Australian Maritime College, the only woman amongst them.
There were not as many back in those days, but there were more back then than there had ever been.
It was all new ground that we were breaking. A National official visited the college to speak to us about the MUA. After the meeting, he shook everyone’s hand, but not mine. I will never forget how that made me feel.
I had my Master Class V and my Marine Engine Drivers Ticket, one of the few in our group that had marine qualifications. Yet being a woman meant I did not fit.
As a woman, I could not let that overtake me, so I pushed on.
Comments also at that course, by a comrade who was my mate, were that his uncle thought women should not go to sea, as they take the place of seafarers’ sons and that women get pregnant and leave, so it’s a waste of training and time.
This comment, interestingly enough, has stuck with me since then and has driven me down my path of activism to where I am today.
Falling pregnant with my first child in 1999, and with that comment in my head, I became active in women’s issues.
From there, the women of our time, helped to frame the women’s movement that we have today. Now we have many women at Sea and on our Wharves, and we have many active women.
It makes me so proud to see this and it was for this reason that I have put my activism into the local government sector – to reach out and help across communities and groups; to use the same values and the same passion to fight for gains within our everyday lives on issues that also affect us deeply.
We need to get involved at every level to effect change. The MUA has given me the education and the lessons I have needed to continue to be active at this next tier.
I encourage you to get active and to get involved in your local governments, perhaps even consider becoming a candidate at the next lot of Local Government Elections in 2019.
You can do it. If I can, then we can.
By Karen Wheatland

Opportunities for women to make a difference
To all state women, it is so good to see so many people back on the ships and getting work.
The committee women have been working on a letter to be sent to all ships and land-work sites with general information covering a range of services that the Union provides.
Congratulations to the women’s committee and general committee for their input and advice. We are hoping this will be of great benefit to all members going forward.
We were hoping to arrange some social events, such as movies, panel evenings, lunches or dinners for those who are available to share with other members. Anyone interested please do not hesitate to contact us.
There is an opportunity for women to get more involved on boards as the Government must fill quotas on gender equality. The link is: onboard-wa.jobs.wa.gov.au.
Cicaly Nugent from Slater & Gordon spoke to us about it, so if you would like additional information, please contact us.
All women are welcome to attend the committee meetings and share, have input and have a say.
There are now more women’s t-shirts available from the MUA National shop: www.muashop.org.au/products/stand-up-fight-back-t-shirt
In unity.
Mary Prout
MUA WA Branch
Women’s Committee Secretary
REPORT BACK FROM WIMDOI

To all members of the WA M U A Branch, Emma Cain and Mich-elle Myers - I was so grateful to be chosen to represent the WA M U A Branch at 2017 W IM DOI.

There would be many worthier women than I to attend.

As I have been a member for over three years, due to my work in other industries and travelling the great state of WA, I had never been able to take the time to understand fully nor offer my time in our Branch.

For that, not only am I sorry, but thankful to our Branch for gifting me the opportunity to learn, appreciate and become a part of it.

I lapped up the opportunity to learn more about the amazing work our unions do in Australia.

On Day One, even before lunch time, I had already become an activist - with pride.

The WIMDOI (Women in Male Dominated Occupations & Industries) Conference was an absolutely inspiring and empowering event to attend and was thoroughly enjoyed by all.

Due to my family requiring me in their lives more, I have made the shift to NSW.

As I am close to Newcastle, I will attend the stoppies and enjoy an ale, a chat and learn more with my fellow comrades.

A big thank you must go to Emma Cain who nominated me - I am so grateful.

Also thank you to Mich-elle Myers for her tireless work in the successful WIMDOI 2017 and what she does in our Union.

We are very lucky to have her.

The work I saw her do behind the scenes, first to show, last to leave, entertaining, posting on Facebook, on the phone, directing traffic to make us safe during our marches and also making herself available was beyond amazing.

For more information about WIMDOI, visit: www.mua.org.au/tags/wimdoi

Kellie Parkes
MUA here to stay

(Please accept my apologies for the lateness of my thank you to the WA MUA for giving me the opportunity to attend WIMDOI.)
UNITED WE WIN

Mate (Adrian) you deserve congratulations; the way you organise, the way you speak. I thought your speech last night was well researched and well presented. You put the facts over so that everyone could understand and won the vote at ALP State Executive.

I’m really proud to see the leadership that we have today. Union & political. Keep it up A.D., the working class badly needs leadership of you & your colleague’s caliber.

We are in dark days indeed for the workers, but they don’t seem to realise what’s happening to them. Society is now undergoing the biggest change ever. Cheers

Jed McKellar

Just a short note to express Kris and my appreciation to the Union and particularly Danny Cain for negotiating and securing Kris’s redundancy.

Danny was transparent in all his communication and was readily available to discuss issues as they arose.

His commitment to getting Kris the best possible result and challenging the company at every turn was admirable.

He worked hard to secure the redundancy and his professional yet personal approach is a credit to the union.

Many thanks to the MUA and the WA Branch. Warm regards

Shea Crumlin and Kris Barron

How the years do fly past Chris… Where would have thought when you went delo at the Maritime College that you would end up National President of MUA?

You deserve it mate, for your courage in standing up for Rank and File against the bent officials years ago and bastards employers ever since… Gudonya Scouse!

I will miss the challenges of the often dangerous job and the camaraderie of my many mates over the years.

Best of luck to you also shipmate and I know you will Stay on Course.

In unity

John Sharkey

Hi George, at our last MUA meeting on board, the crew on the Deep Orient decided that you deserved special thanks for your representation.

You have done a good job, always responding to emails quickly with clear instructions or answers. Job well done Comrade, keep up the good work.

IU Deep Orient MUA crew

Three years ago, while out at sea off Darwin (on a Tidewater vessel), I had a heart-attack, which left me with a brain injury. No blood was getting to my brain, so the cells started dying.

I can’t remember things over the last three years. I was sent ashore by a “chopper” and rushed off to Darwin Hospital where I apparently died twice while in their care.

Anyway, this letter is not about me… I would like to thank Danny Cain. Not only has Danny been doing a great job looking after the offshore vessels and crews but he has been a tireless friend to all. I can’t thank him enough for looking after my family.

I have spent 40 years at sea, both here and on the “pommy” coast, I’m finding it very hard to adjust, but with my super, I can live a great life into the future. I’ve had a great life at sea, and made some great mates. I hope the industry can return to its once great state, and work will be waiting for all.

Once again, I would like to thank Danny Cain….. Good onya mate. To all of the MUA Officials….. Thank you

MUA - here to stay - Alan P Smith Chief Cook (Victoria Branch)

Hi George, thank you for all your hard work mate.

While the struggle of uncertain times were upon us with Go Offshore, myself and all members applaud you and MUA as a whole to keep on moving forward and keeping our faces in front of those whom try to dissolve our industry.

Ty Wooter

Hi Adrian, after being a member

LIFE MEMBERSHIP - PEDER SKAVIK

My deepest thanks for presenting my old man with his Life Membership.

As you may remember from over the years, he has been a man of few words.

I have learnt so much from him through my life from observing his actions and the way he has led his life, from standing on a soapbox outside the Rokebourne Courthouse with others knowing they would be arrested for breaking an unjust law; manning the Robe lockout picket line with me with him and like all the tuggies coping $m + wrts for their loss of profit.

He used to drag me along to stoppies upstairs at the Buffalo when I was 18, hungover and didn’t understand what all these rough old Communist are on about.

I’m proud to say now the only stoppies I’ve missed since 1981 are when I was so disillusioned with what was going on during the early-mid Pritchard years… until you started campaigning, which lifted my spirits continually year after year to this day.

My mother was thrilled to hear she got a mention.

She was protesting at the ‘John Pat’ funeral in the 80s, which as you know, triggered the Royal Commission into Black Deaths in Custody.

My mother and grandmother were both slaves. My mother only three years from 13-16 years old out on stations in the three springs area; my grand-mother for a longer period in Old Onslow, where she was raped from about 17-20 by the married station owner resulting in my mother and uncle.

My parents have led harsh and interesting lives.

Hi Christy, what great news and well done to you and all your staff who have work so hard for this great day.

They don’t like us and we don’t **** care.

In unity

Bless

Hi Christy, congratulations on all the hard work you and others have put in to what will now lead to the creation of the CFMMEU.

What a great day. And now The Master Builders Association don’t like us! AND WE DON’T CARE!!

Good on you mate. Unity

Chris Graham MUA member

Chris, congratulations on the work you done in making our Union more stronger with the amalgamation of the three unions.

Well done my mate.

Glen Wood

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Glen Wood

MUA WA BRANCH

BRINGING GREAT PEOPLE TOGETHER

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Well done my mate.

Glen Wood

MUA WA BRANCH
Hi Georgia and Danny, I want to take this opportunity to thank U both so much for your help and support toward our Haka For Life Corroboree 2018.

I am personally inviting all MUA staff and members to come join us in performing or even visiting us while we create this year’s performance.

It is a wonderful time for men to be together to build friendship, share stories, learn new things and stand for the lives of men. I truly believe that your generosity is instrumental in what we will create and I have no doubt whatsoever that what we are creating will cause the biggest conversation about Men’s Mental Health and Suicide Awareness.

Thank U so much for being a Union that not only talks about Men’s Mental Health, but also backs it up with action!

I have come to see through my own eyes that this is how the MUA/CFMEU rolls and applaud U all.

This gesture will never be forgotten by myself.

I want U to also know that the MUA logo will be on our Anzac Day Haka For Life T-shirts.

Leon Ruri

THE STRUGGLE CONTINUES

Some things I will only reveal after their passing, with their prior approval. A gain, thank you for today. Dad didn’t know of it.

I’ve been intending to organise it for quite a few years, but his recent mild stroke prompted me to pull my finger out.

What my father was trying to get across today was that that we have and always will have struggles.

But in all his years he is looking at the best leadership team we have ever had and I will stand behind him 100% on that statement!

Hi Chris.

I must congratulate you and your staff on a fantastic day for the Life Members Christmas Party.

It was the best day I have had for at least 10 years.

The food, staff and company was fantastic.

Congratulations once again.

Skavik family

TERENCE CEO HEART AND SOUL
MENSHED AND MARINE FORRESTDALE

FROM PREVIOUS PAGE

of the MUA for many years, working in the offshore industry off the WA coast, I have recently moved back to the UK to help with my elderly parents. I have resigned my membership with the help of K ylee. I’d like to say to all the staff a very big thank you for all their hard work in keeping our working conditions and the non-stop work to stop the big companies trying to bring in different wages, foreign crews, poor EBA’s etc.

I miss the sea life, but family comes first.

Robert Bridges

Happy Birthday. If someone told you 45 years ago that you would be described by a prominent minister of the reigning Australian government as ‘the leader of the rogue branch of the most militant Union in Australia’ and having talks with the next prime minister of the U K .... What would you have replied to them?

All I can offer as a present is my ongoing fealty and my ongoing attempt to educate the masses on the need to create a more equal society instead of the one that global capitalism is pushing us back to.

Cheers Christy, you are an ongoing inspiration!

Skavik Family

Hi K ylee. Thank you very much for your extremely professional and prompt service.

I know how much pressure you are all under in the B ranch and just wanted you to know I really appreciated your service!

Please pass on to all the girls, I have always had excellent customer service whenever I have enquired.

Thank you.

Kerry Hawkins

Dear Sandra, would you please pass on our sincere thanks to Christy for the MUA’s donation. It’s probably the straw that saved the camel’s back.

Yours in solidarity.

Enfield

Hi Chris.

I must congratulate you and your staff on a fantastic day for the Life Members Christmas Party.

It was the best day I have had for at least 10 years.

The food, staff and company was fantastic.

Congratulations once again.

Gary Kemp - life member

helping

a family

through

a tough
time

Danny, on behalf of my family and I, we sincerely thank you for all the help and work you did for us with the loss of our son Brendan.

You were available at all times and this made things so much easier for us all. You organised accommodation and helped with the documentation of donations from the membership.

We all feel so lucky that your knowledge was available, please accept our respect and gratitude for all you have done.

Chris, the fine farewell you gave for Brendan was both moving and light hearted. The “Scouse” humour so appropriate came at the right time to ease us all. Thank you so much.

To all MUA members and others, the spirit you expressed so well through your cards, flowers and kind generosity towards Brendan overwhelmed and touched our hearts. The MUA and its leaders, the whole waterfront industry were subjects he loved to talk about when not about his beloved Liverpool Football team.

There was never any doubt in his mind that the MUA was the elite of all unions. The saying “touch one touch all” had great meaning and he stood by that belief. To close, I say we love him and miss him greatly.

Thank you all.

Chuck, Vivienne, Claire, Linh and all the family
SAVE THE DATE
MUA CFMEU WEST COAST
CONFERENCE 2019

☆ CONFERENCE ☆
TUESDAY, FEBRUARY 26, 2019
TO FRIDAY, MARCH 1, 2019

☆ GALA BALL ☆
FRIDAY, MARCH 1, 2019
Who is responsible for what in the MUA WA BRANCH

CHRISTY CAIN
WEST COAST BRANCH SECRETARY - NATIONAL PRESIDENT
Branch newspaper
Oversees all Branch operations

ADRIAN EVANS
DEPUTY BRANCH SECRETARY
Oversees Stevedoring
Oversees Towage
DP World, LINX, Qube Fremantle, 3 Oceans
ALP, ATSI, Port Committee, Protect
National Negotiations

JEFF CASSAR
ASSISTANT BRANCH SECRETARY
Oversees Port Authorities
ABS, Albany, ATIVO, Broome Port Authority, CBH, DM S, Fremantle Port Authority, TGS Security, Wharf security
Safety, Training, Workers compensation

DANNY CAIN
ASSISTANT BRANCH SECRETARY
Oversees Offshore
Oversees Inshore
Atwood, Diamond Offshore, DOF, Eino, MICO, Inpex, ISS, MVII, Noble, Offshore Alliance, POSH, Pyrenees, Toll Barrow, Shell, Sodexo, Solstad/Farstad, Teekay FPSO, Woodside FPSO, Workpac
ACTU, ITF, UnionsWA, Youth

ORGANISERS

GEORGE GAKIS
ORGANISER
AO S, Bhagwan, Boskalis, Dredging International, Entier, Exmouth, Geraldton, Go Offshore, Jan De Nul, Maersk, Mclyn, Onslow, OSM, Shell Sands, SIEM, Svitzer Offshore, Svitzer Towage, Van Oord
Women, Merchandise

JACK MCCABE
ORGANISER
Desk Organiser
General Queries
Atlas (Programmed), Diving, GRN, DGR, Rigforce, Svitzer, Teekay, Westsea
Pt Peron, Veterans

BEN LAWVER
ORGANISER
ALP
Campaigns, Political Organiser

DANIEL FALCONE
ORGANISER
Baytech, Bunbury, Esperance Port Authority, Ferries, Henderson, Mckenzies, M M AVO, Swire, Onslow, Patrick Terminals, Pivotal, Smit, Qube Bunbury, Wharf Labour Hire
Youth

PAUL BRETT
NORTH-WEST ORGANISER
AMS, Bhagwan, Cape Preston, CSL, Jet Wave Marine Svc s Port Hedland, KBB ESS, M S S, Linx Cargo Care Dampier, Odyssey Marine, Patrick Dampier, QUBE Dampier, Qube Port Hedland, TAM S, Toll Dampier Supply Base, West Tug Inshore
Inshore, Training

LUKE EDMONDS
LEGAL OFFICER

They don’t like us and we don’t care

BRANCH ADMINISTRATION TEAM
Sandra Miro
Branch Manager/PA to Christy Cain
Sarah Ferguson
Membership Supervisor/Accounts Admin
Lisa Radovanovic
Membership Administrator (part-time)
Georgia Dixon
Reception/Membership Administrator / Pt Peron
Kylee Tilbury
Casual Reception (Wednesdays)
MAYDAY 2018

FORGED IN BATTLE

HERE TO STAY. HERE FOR THE BLUE.

BE HERE ON MAY 6TH

Fremantle Esplanade from 9 am – March with us at 12 Noon
(Michaelia Cash Not Invited.)

Celebrate the 20th anniversary of the Patrick’s dispute this May Day as we start another war to Change the Rules.

Catch up with workmates, old mates and have a bloody good time.

FREE ENTERTAINMENT, BBQ
GIFTS FOR THE KIDS, AND LETS NOT FORGET THE TRADITIONAL MAYDAY SHIRT!

COME AND HEAR GUEST SPEAKER

SALLY MC MANUS

Authorised M Buchan CFMEU 89 Beaufort Street Perth WA and Chris Cain MUA 2-4 Kwong Alley, North Fremantle WA